THE

North-China Herald.

OFFICIAL NOTIFICATION.—It is hereby notified that until further orders, the *North-China Herald* is to be considered the Official Organ of all Notifications proceeding from Her Majesty's Legation and Superintendency of Trade in China.
H. M.'s Legation, Shanghai, 22nd June, 1860.
E. ST. JOHN NEALE,
Secretary of Legation.

OFFICIAL NOTIFICATION.—It is hereby notified that until further orders, the *North-China Herald* is to be considered the Official Organ in China, of all Notifications proceeding from Her Britannic Majesty's Legation and Consulates in Japan.
H. B. M.'s Legation, Yedo, 20th July, 1861.
LAURENCE OLIPHANT,
Secretary of Legation.

.. XV.. Nº. 702. SHANGHAI, SATURDAY, JANUARY 9, 1864. PRICE, TAELS 15 PER ANNUM.

INTIMATIONS.

Estate of G. W. Groves, late Chief Engineer of the S. S. "Antelope" Deceased.

Persons indebted to the above Estate are requested to make immediate payment to the Undersigned, and claims against the same accompanied with proper vouchers must be rendered at this Consulate on or before 1st January next.

P. J. HUGHES,
H. B. M.'s Vice Consul.

British Consulate,
Ningpo, 7th Dec., 1863. 1fe (312)

CONSULATE OF THE UNITED STATES.
Shanghai, China, Sept. 30th, 1863.

THOMAS WALSH has this day entered a suit against the late firm of Lo & Co. of Shanghai and has attached the property of the said firm or any individual member thereof, in the hands of H. K. & Co., Shanghai, to the amount of *thousand dollars.* Now, therefore if the said Edward & Co. do not be and appear in this Court within six (6) months from date hereof, Judgement will be recorded against them.

GEORGE F. SEWARD,
238 *U. S. Consul.*

NOTIFICATION.

Owing to the temporary absence from Shanghai of the Prussian Consul General M. de Rehfues, communications with the Consulate General should be received by the undersigned.

THEODOR PROBST,
H. Pr. M.'s Vice-Consul.
57 Shanghai, 23rd February, 1863.

SHIPPING.

TOWING.
THE TUG BOAT
"MARTIN WHITE"
is prepared to tow in the Woosung and Yangtsze Rivers. Orders left with the Captain on board or with the Undersigned will be promptly attended to.

A. L. FREEMAN.
31 Shanghai, January 12th, 1863.

NOTICES OF FIRMS

NOTICE.

We have this day established ourselves in Business at Shanghai, Kiukiang, and Hankow.—as *Commission Agents & Public and Silk Inspectors.*

NICHOL LATIMER.
ARCHIBALD LITTLE.
JOHN NUTT.

The Shanghai the style of our firm is LATIMER & Co.
The Kiukiang and Chinkiang LATIMER LITTLE & Co.

With reference to the above the Business heretofore conducted at Kiukiang under the style of ARCHIBALD LITTLE & Co. will henceforth be carried on under the firm and style of LATIMER LITTLE & Co.

ARCHIBALD LITTE & Co.
1 336 Shanghai, 1st January, 1864.

NOTICE.

MR. GEORGE ROBERT DAVIES is authorized to sign our Firm per *procuration* at Yokohama.

W. R. ADAMSON & Co.
30ja 328 Shanghai, 1st Jan., 1864.

NOTICE.

MR. JOHN GEORGE DUNN is this day admitted a Partner in my Business, which will in future be carried on under the style or firm of REID & Co.

DAVID REID.
tf 331 Shanghai, 1st Jan., 1864.

NOTICE.

MR ALEXANDER JAMESON is authorised to sign our firm per procuration.

DOW & Co.
30ja 313 Shanghai, 14th Dec., 1863.

NOTICE

MR. H. ADOLPHUS OVERWEG is this day admitted a partner in our Firm in China and Japan, and Mr. ANTON CORNER has been duly authorized to sign our Firm per procuration on this date.

OVERWEG & Co.
14may (278) Shanghai, 12th Nov., 1863.

NOTICE.

MR. JOHN ANDREW MAITLAND is *this day* admitted a partner in our Firm.

THORNE BROTHERS & Co.
30ja 329 Shanghai, 1st January, 1864.

NOTICE.

MR. C. KRAEMER has been admitted a partner in my business, which henceforth will be conducted under the Firm and Style of DRUCKER & Co.

HENRY DRUCKER.
27fe 330 *Shanghai, 1st Jan., 1864.*

NOTICE.

THE Undersigned has this day established himself at this Port, as *General Broker and Commission Agent* under the firm and style of E. W. RICE & Co.

E. W. RICE.
Wing Woo 永和
2jy 332 Shanghai, 1st Jan., 1864.

NOTICES OF FIRMS.

NOTICE.

THE interest and responsibility in our firm of the late Mr. ANDREW BRAND ceased on the 31st December, 1862. The partners now are:

Mr. ROBERT MUIR.
" THOMAS DAVID NEAVE.
" ROBERT RICHARD WESTALL.
" ROBERT BRAND.
" RANDAL HEMPSTON CHAMBERS.

SMITH KENNEDY & Co
21fe 296 Shanghai, 31st December, 1863.

NOTICE.

WE have this day established ourselves at this Port as *General Merchants and Commission Agents.*

THERIC & Co.

Office—*Kwangsee Road* at the premises formerly occupied by Messrs. FRISBY & Co.
13fe (290) Shanghai, 6th Nov., 1863.

NOTICE.

MR. G. SCHAUWECKER is this day admitted a partner in our Firm in China and Japan, which will in future be carried on under the style of FAJARD, SCHAUWECKER & Co.

EUGENE FAJARD & Co.
tf 145 Shanghai, 6th June, 1863.

NOTICE.

WE have established a Branch Office in Hankow.

WHITFIELD & KINGSMILL.
Civil Engineers & Architects.
tf 149 Shanghai, June 12th, 1863.

NOTICE.

THE Business of the Undersigned will hereafter be carried on by their Successors Messrs. TRAUTMANN & Co., who have taken over their Assets and Liabilities.

HARKORT & Co
Shanghai, 30th May, 1863.

THE Business hitherto carried on by Messrs. HARKORT & Co., will be continued by the Undersigned, under the Firm of TRAUTMANN & Co., they having taken over all Assets and Liabilities of their Predecessors.

JOHANN FRIEDERICH HEINRICH TRAUTMANN.
FREDERICK HORSEN BLOCK.
AUGUST WIKENDS.
6ju-64 144 Shanghai, 1st June, 1863.

NOTICE.

MR. THOS. W. STILLMAN is authorized to sign our Firm.

H. FOGG & Co.
tf 237 Shanghai, 17th August, 1863.

NOTICE.

MR. JULES CHAPELLE is authorized to sign our firm per procuration.

MEYNARD, COUSIN & Cie.,
tf 249 Shanghai, 10th October, 1863.

NOTICE

THE interest and responsibility of Mr. JAMES C. HASSON in our Firm, ceased on the *24th January*, 1863.

WAINWRIGHT & Co.
Shanghai, 12th March, 1863.

MR. JOHN THORNE is authorized to sign our Firm per procuration.

WAINWRIGHT & Co.
tf 89 Shanghai, 12th March, 1863.

NOTICE.

THE interest and responsibility of Mr WILLIAM GUNSTON HOWELL in our Firm ceased on the 31st ultimo, and Mr. THOMAS MOSCRIFF was admitted a partner on the 1st Instant.

GEO. BARNET & Co.
Shanghai, 6th April, 1863.

WITH reference to the above, notice is hereby given that the Partnership heretofore subsisting between the undersigned and Mr. FRANCIS HAMILTON GROVE, under the firm or style of MOSCRIFF, GROVE & Co., in Shanghae, determined by mutual consent on the 31st ultimo.

Their business has been transferred to Messrs. GEO. BARNET & Co., and will be carried on by Mr. F. H. GROVE in London, in connection, as before, with Messrs H & J. JOHNSTON & Co., of that city, and in China, with Messrs GEO. BARNET & Co.

THOS. MOSCRIFF.
tf 88 Shanghai, 6th April, 1863.

NOTICE.

THE Business which has been conducted in my name will be carried on hereafter under the style or Firm of JACKSON & Co.

T. W. JACKSON.
2fe 327 Ningpo, 1st January, 1864.

NOTICE.

THE interest and responsibility of MR. JAMESON ELLIS in our Firm ceased on the 31st December, 1862.

ELLIS & Co.
28fe 299 Amoy, 11th Nov., 1863.

NOTICE.

THE Undersigned have this day established a Branch of their business, as *Merchants and Commission Agents*, at this Port under the management of Mr. WILLIAM ADAMSON.

THE BORNEO COMPANY "LIMITED"
tf 218 Hongkong, 1st August, 1863.

NOTICE.

I have this day established myself at this Port, as *Ten Inspector and General Commission Agent*, under the style of NORDABY & Co.

G. NORDABY.
5ma 265 Hankow, 15th October, 1863.

NOTICE.

MR. CHARLES WILLIAM MATTH W HUDSON is admitted a Partner in our Firm.

CRAVEN WILSON & Co.
tf Hankow, 1st July, 1862.

NOTICES OF FIRMS.

NOTICE.

THE Undersigned has *this day* Established himself in business at Hankow under the style and firm of INNES & Co.

JAMES INNES.
tf 160 Hankow, 1st July, 1863.

NOTICE.

MR. EDWARD TOWNEND is this day admitted a Partner in my business which shall in future be carried on under the Firm and style of DAVIES, TOWNEND & Co.

R. B. DAVIES.
tf 110 Hankow, 1st. May, 1863.

NOTICE.

WE have established a Branch of our Firm at this Port under the direction of our Mr. C. W. M. HUDSON.

CRAVEN WILSON & Co.,
of Hankow.
tf 104 Chinkiang, 30th April, 1863.

NOTICE.

I have this day established myself at this Port as *General Agent, and Commission Merchant.*

JOHNSTONE SMITH.
tf 114 Chinkiang, 1st May, 1863.

NOTICE.

I HAVE established myself at this Port as *Merchant and General Commission Agent* under the style of DETMERING & Co.

W. DETMERING.
tf 260 Chefoo, September 1863.

NOTICE.

WE have established a branch of our Firm at Chefoo, and Mr. J. D. THORBURN will sign our Firm per procuration at that place.

MEADOWS & Co.
tf 297 Tientsin, 2nd November, 1863.

NOTICE.

MR DAVID EASTWOOD will sign our firm per procuration from this date.

PLATT & Co.
17ju 314 Tien-tsin. 16th Dec., 1863.

NOTICE.

MR. FRIEDERICH ADOLPH JOOST and Mr. EMIL BRUNCKOW have this day been admitted Partners in our Firm.

SIEMSSEN & Co.
2ap 333 China, 1st January, 1864.

NOTICE.

THE business hitherto conducted under the style of

de CONINGH, CARST & LELS,

will from and after the *1st December*, 1863, be carried on under the firm of

CARST, LELS & Co.
P. CARST, Jr.
MEYER LELS,
H. BRUYN,
C. F. PLATE.

5ma 309 Yokohama, 1st Dec., 1863.

NOTICE.

MR. JAMES CAMPBELL FRASER is authorized to sign our Firm per procuration.

ROSS BARBER & Co.
tf 196 Yokohama, 28th July, 1863.

NOTICE.

MR. JAMES L. GLOVER has this day been admitted a Partner in our Firm.

GLOVER & Co.
tf Nagasaki, 1st September, 1862.

NOTICE.

THE interest and responsibility of Mr. HERBERT MONTAGUE WRIGHT in our Firm ceases this day, and from the 1st prox. the business will continued under the style of ALT & Co.

W. J. ALT & Co.
30ja 334 Nagasaki, Dec. 1st, 1863.

JOHN POOK,
Commission Agent
46, LIME STREET,
LONDON.
tf *E. C.*

COMPTON AND READ,
Commission Merchants.
No. 7, FREDERICK'S PLACE,
OLD JEWRY,
LONDON.
E. C.

INSURANCES.

AUSTRALIAN FIRE, LIFE, AND MARINE INSURANCE COMPANY.
(Liability Limited.)
MARINE DEPARTMENT.

THE Undersigned having been appointed Agents in Shanghai for this Company, are now prepared to issue Policies on Marine Risks only, on the usual terms.

Losses can be made payable in Shanghai, Hongkong, Calcutta Melbourne, or London

AUSTRALINE HEARD & Co.
tf 308 Shanghai, 4th December, 1863

THE
LANCASHIRE INSURANCE
COMPANY.

THE Directors of the Lancashire Insurance Company have appointed Messrs. W. R. ADAMSON & Co. Agents for the Company at Shanghai

By Order,
GEORGE STEWART,
General Manager.
tf 240 Manchester, July 1863.

INSURANCES.

SUN FIRE OFFICE,
LONDON.
Established in 1710.

Managers:
WILLIAM HAMILTON, Esq.,
Chairman & Treasurer
CHARLES B. FORD, Esq.,
Deputy Chairman.

The Right Hon. W. M. BERESFORD, M.P.
The Hon. P. PLEYDELL BOUVERIE.
HARRY CHESTER, Esq.
SAMUEL PEPYS COCKERELL, Esq.
RAIKES CURRIE, Esq., M.P.
JOHN DRUMMOND, Esq.
RUSSELL ELICE, Esq.
WILLIAM FRANKS, Esq.
Capt. H. G. HAMILTON, R.N.
JOSEPH HOARE, Esq.
FELIX LADBROKE, Esq.
H. F. SHAW LEFEVRE, Esq.
HENRY LITTLEDALE, Esq.
GEORGE WRAGE NORMAN, Esq.
BRICE PEARSE, Esq.
CHARLES RICHARD POLE, Esq.
LAMBERT POLE, Esq.
CHARLES RANKEN, Esq.
HENRY RICH, Esq., M.P.
JOHN SHEPHERD, Esq.
HENRY STUART, Esq., M.P.
C. G. GEORGE THORNTON, Esq.

THE MANAGERS of the SUN FIRE OFFICE LONDON, beg leave to inform the British and Foreign Residents at Shanghai that they have constituted and appointed the undersigned as their Attorneys, to issue POLICIES OF INSURANCE against FIRE on BUILDINGS, GOODS, MERCHANDIZE, and other property, at those places.

Full particulars of RATES, &c., may be obtained on application to.

LINDSAY & Co.
tf 108 Shanghai, January 1st, 1863.

IRON GODOWNS, MACHINERY, AND IRON WORK OF ALL DESCRIPTIONS.

THE Undersigned have made arrangements for the execution in England of all work of the above description under superintendence of an experienced Civil Engineer.

WHITFIELD & KINGSMILL.
tf 322 Shanghai, 2nd January, 1864.

UNIVERSAL MARINE INSURANCE COMPANY LIMITED.

THE Undersigned having been appointed Agents at this Port for the above Company are prepared to grant Policies against Marine Risks at the Current Rates of Premium.

DOW & Co.
31de 324 Shanghai, 1st January, 1864.

LIVERPOOL AND LONDON FIRE INSURANCE COMPANY.

THE Undersigned are authorized to grant Policies against Fire on Buildings or their Contents to the extent of £12,000 at this Port and Hankow, and to £10,000 at Tientsin and Kiukiang, also on approved Chinese Buildings to the extent of £5,000.

DOW & Co.
31de 325 Shanghai, 1st January, 1864.

"OCEAN" MARINE INSURANCE COMPANY OF ROTTERDAM.

THE Undersigned having been appointed Agents at this Port for the above Company, are prepared to grant Risks on the usual terms

TRAUTMANN & Co.
20ju-64 157 Shanghai, 19th June 1863.

China Fire Insurance Company.

Subscribed Capital Tls 2,000,000.
In 400 Shares, of Taels 5,000 each.
Paid up Capital Taels 200,000.

DIRECTORS.
F. B. JOHNSON, Esq., (Messrs. Johnson & Co.) *Chairman.*
H. H. WIGGINS, Esq. *Manager Commercial Bank of India.*
H. D. STEWART, Esq., (Messrs. Turner & Co.)
F. PORTER, Esq. (Messrs. Gibb Livingston & Co.)
J. THORNE, Esq. (Messrs. Thorne Bros. & Co.)
DAVID REID, Esq.

AGENCIES are about to be established at the several Ports in China and Japan.

Applications for Shares will be received by the undersigned.

The Company will be ready to accept risks and grant Policies from the 1st January, 1864

L. JOSEPHS,
Secretary
at the Commercial Bank.
tf 320 *Shanghai, 22nd Dec., 1863.*

MANCHESTER FIRE ASSURANCE COMPANY.

OF MANCHESTER AND LONDON.
Capital One Million Sterling.

THE Directors have the pleasure to announce the appointment of Messrs. Holliday, Wise & Co. as Agents for this Company at Hongkong, Shanghai, Canton, Hankow, and Foochow; who are prepared to grant Insurances at current rates, and of whom all needful information may be obtained.

By order of the Board,
JAS. B. NORTHCOTT,
Secretary.
tf 319 Shanghai, Dec. 24th, 1863.

INSURANCES.

The Commercial Union.

ASSURANCE COMPANY.
19, CORNHILL, LONDON, E. C.

Completely Registered pursuant to Act 7 and 8 Vict. cap. 110.

CAPITAL, £ 3,500,000.

DIRECTORS.

HENRY WILLIAM PEEK, Esq (Peek Brothers & Co.) *Chairman.*
H. THOWER, Esq., (Thowers and Lawson), *Deputy-Chairman*
JEREMIAH COLMAN, Esq., (J. and J. Colman.)
CHARLES CURLING, Esq., (C. Curling & Co.)
EDWIN FOX, (Halliday, Fox and Co.)
NEHEMIAH GRIFFITHS, Esq., (N. Griffiths, Tate and Fisher.)
SAMUEL HANSON, Esq. (Samuel Hanson and Son.)
FREDERICK WILLIAM HARRIS, Esq. (Dixon and Harris.)
SMITH HARRISSON, Esq. (Harrisons and Crosfield.)
DAVID HART, Esq., (Lemon Hart and Son.)
FRANCIS HICKS, Esq. (Thomas and Francis Hicks.
JOHN HODGSON, Esq. (Grant, Hodgson & Co.
JOHN HUMPHERY, Jun., (Humphery and Son.,
MOSES JOSHUA, Esq. (Joshua Brothers and Co.
WILLIAM LEASK, Esq., Eastcheap.
ANDREW LUSK, Esq. (A. Lusk and Co.)
ALEXANDER SIM, Esq (Churchill & Sim.)
JOHN ROBERT THOMSON, Jun., Esq. (J. R. Thomson and Co.
JOHN KEMP WELCH, Esq. (Orlando Jones and Co.
Manager of Fire Department—Henry Thomson.
Actuary—W. P. Pattison.

SOLICITORS.
Messrs. THOMAS and HOLLAMS, Mincing Lane.
Bankers.—THE LONDON AND COUNTY BANK.
Secretary.—Henry Ghiun.
Agents in Shanghai—Blain, Tate & Co.

THE Undersigned having been appointed Agents for "*The Commercial Union Assurance Company*" are prepared to grant Insurance against Fire on the usual terms, to the extent of £5,000 on any one Building or on its contents.

In the case of two or more Buildings adjoining but in which the walls are substantially built and carried through the roof, a sum of £8,000 can be granted on each.

Insurances can be effected on *Shipping* and also on *Goods* on board the same

For further particulars apply to
BLAIN, TATE & Co.
27ju-64 121 Shanghai, 15th May, 1863.

Queen Insurance Company

OF LIVERPOOL AND LONDON.
THE COMMERCIAL UNION ASSURANCE COMPANY OF LONDON

BY an arrangement entered into between the Directors of the above Companies the undersigned are empowered to accept risks against *Fire*, to the extent of £10,000 on any one Building or on its contents. The amount of such Insurances will be divided equally between the two Offices and separate Policies will be issued to the Assurers.

It is believed that this arrangement (which offers to Assurers the security of the *two wealthy proprietaries*, without entailing on them any extra trouble or expense) will be found peculiarly advantageous.

BLAIN, TATE & Co.,
Agents "Queen Insurance Company"
Agents "The Commercial Union Assurance Company."
27ju-64 122 Shanghai, 15th May, 1863.

NOTICE.

THE Undersigned having been appointed Agents at this port, for the "North China Insurance Company," are prepared to accept risks by steamers and sailing vessels when towed by steamers.

CRAVEN WILSON & Co.
tf 160 Chinkiang, 17th June, 1863.

所公險保

此議可也祈天洋行啟

敬者本行現在鎮江
爲人之作保可險公所
火輪船并經理
火輪船等
保險至本行
保險如有
保險如有
保險如有

NEW ADVERTISEMENTS.

NOTICE.

WANG-TEEN-YEE, the lessee of certain lands on the Old Race Course desires me to inform those whom it may concern that he is unable to meet his engagements.

The rental of all buildings on the lands in question for the current Chinese month will be collected by me and held for account of the concerned.

Wang-teen-yee's accounts will be printed, if desired, and placed in the hands of two assignees for inspection.

Any advantage gained by me in negotiating the leases of the said lands will be surrendered *under the direction of arbitrators.*

E. M. SMITH.

o 336 Shanghai, 5th Jan., 1864.

NOTICE.

MR. C. KRAEMER has been admitted a partner in my business, which henceforth will be conducted under the Firm and Style of DRUCKER & Co.

HENRY DRUCKER.

31ma (337) Shanghai, 1st Jan., 1864.

NORTH-CHINA INSURANCE COMPANY.

THE Undersigned as Agent for the above named Company accept Risks on produce shipped from this Port at the following rates. Free of Particular Average.

To Shanghae, Amoy and Swatow, 1½ per cent.

To Hongkong, and Foochow 2 per cent.

MAITLAND, BUSH & Co.

Hong-nen Wha-kee.

9je-65 338 Newchwang, Dec. 12th, 1863.

MISCELLANEOUS INTELLIGENCE.

NOTICE.—DIVINE SERVICE will be held in Union Chapel, London Mission, every Sunday morning at 9½ o'clock, and in the evening at 6 o'clock, and on Thursdays at 6 o'clock P.M.

NOTICE.—DIVINE SERVICE is held in the Roman Catholic Chapel, near the French Consulate, every Sunday, at 8 and 10 o'clock in the morning and 4 o'clock in the evening.

NOTICE.—DIVINE SERVICE is held every Sunday Evening at 8 o'clock, in the American Episcopal Chapel, Hong-que.

NOTICE.

THE *BETHEL* being now repaired, and moored off the Old Dock, on the Poo-Tung side of the river, will be used for DIVINE SERVICE every *Sunday morning at* 10 A. M. Church Service and sermon will be read by Laymen.

Officers and Seamen are invited to attend. Sampans bearing the Church Flag will go round the harbor for the use of all who wish to come.

if 242 Shanghai, October 2nd, 1863.

LATEST DATES.

England,.....	Nov. 17	Hankow, ...	Dec. 31
Hongkong,.....	Nov. 31	Nagasaki	Dec. 1
Tientsin,.....	Dec. 9	Kanagawa, ...	Dec. 18

Latest dates in England, from China.—

Hongkong..	Sept. 26	Received via Marseilles	
Shanghai ..	„ 19	Nov. 16.	

OPIUM QUOTATIONS.

For the week ending Jan. 8th, 1864.

Jan.	Malwa Patna		
	New Tls.	Old Tls.	New Tls. Old Tls.
2.	.....		.....
4.	615.....		630 .....
5.	615.....		630 .....
6.	620 a 618		630 .....
7.	595		620 a 625.....
8.	595		620 a 625.....

LATEST SHIPPING INTELLIGENCE.

ARRIVED.—Jan. 8, *Whampoa*, (Br str), Buncombe, from Ningpo; 8, *Feima*, (Br str.) Buckland, from Ningpo; 8, *Chanticleer*, (Br str,) Wood, from Hongkong; 8, *Ark*, from Hankow; 8, *Fusi-Yama*, (Br str,) McQueen, from Hankow; 8, *Robert Lowe*, (Br str) Congalton, from Hongkong; 8, *Sze chuan*, (Am str,) McCombe, from Hankow; 8, *Glendover*, (Br str,) Knowles, from Hongkong; 8, *Malwine*, (Ham barque,) from Chefoo; 8, *Ann Adamson*, (Br ship,) Hutton, from London.

DEPARTED.—Jan. 8, *Express*, (Br str), Castilla, for Hankow and Ports; 8, *Fire Cracker*, (Am str), Pendleton, for Hankow and Ports; 8, *Fearless*, (Am sh), Homans, for Fuchau; 8, *Crest of the Wave*, (Br sh) Ellis, for Ningpo; 8, *H. E. Sassoune*, (Dut bq), Mayborne, for Montreal; 8, *Hermine*, (Dan bq), Berg, for New York; 8, *Macedon* (Br bq), Summerfield, for Yokohama; 8, *Shooey Leen*, (Br str), Mann, for Kanagawa: 8, *Shandon*, (Br str) Lawrence, for Ningpo.

PASSENGERS.

ARRIVED.—Per str. "*Shooeyleen*" from Hongkong, Mr Barradas, and 12 Chinese. Per str. *Kiangsu*, from Hongkong, Mrs. Morton and child, and Count de Peiyer rat, Messrs. Neville, Rodriguez, Schmidt, Sillem, Petit Pierre, and Troup. 2nd Class, Mr. and Mrs. Hibler, and Mr. Goubier and 24 Chinese Deck Passengers.

DEPARTED.—Per P. & O. Co.'s str. *Nepaul* for Yokohama, Messrs. C. S. Bland, H. Galton, J. Andrews, Bertolam, and F. Collomb. Per "*Shooey Leen*" for Nagasaki. Messrs. Robinet, Groom, Schmidt and Torp. For Yokohama, Messrs. Barradas, Phipps, Mills, Bulmore, Kinnear, Cryder and Neville.

CUSTOMS' NOTIFICATION.

No. 14.

OFFICE OF MARITIME CUSTOMS,

Shanghai, Wednesday, 6th Jan. 1864.

THE owners of cargo boats are requested to communicate to this office before the 15th instant, the number of boats owned by them, and the distinguishing numbers used in the case of such as have been registered at the Customs, in order that a revised list may be drawn up.

ROBERT HART.

CUSTOMS' NOTIFICATION.

No. 15.

OFFICE OF MARITIME CUSTOMS,

Shanghai, Wednesday, 6th Jan., 1864.

IN order to the prevention of mistakes, and to facilitate the issue of drawbacks, the Undersigned requests the attention of the Mercantile Community to the three following Articles in connection with the Regulations affecting Coast Trade Duty (published on the 30th October, 1861) hereto appended:—

III. COAST TRADE DUTY.

"3.—If produce, though shipped within "the term allowed, be found to have been subjected to *unauthorized* changes of quality, "condition, &c., the Coast Trade Duty lodged "will not be returned, and an Export Duty, as "upon all other produce leaving the port, will "be levied."

ROBERT HART.

CUSTOMS' NOTIFICATION.

No. 16.

OFFICE OF MARITIME CUSTOMS,

Shanghai, Wednesday, 6th Jan., 1864.

THE Undersigned requests the attention of the Mercantile Community to the following points in connection with the transaction of Customs' business:—

1st.—When Shipping or Delivery Orders, stamped by the Customs, are found to have impressed on them the words "To be brought to the Customs" the goods concerned ought to be taken to the Customs jetty for examination,—if exports, before being placed on board the exporting vessel, and, if imports, before being landed. Inattention to this, on the part of owners of goods, is likely to be attended with delay, when the Vessel concerned wishes to clear.

2nd.—Goods *sent out* ought to be taken to the Customs' jetty before being either landed, or placed on board vessels other than those for which shipping orders had been stamped.

3rd.—Merchants will do well to warn the masters of vessels arriving to their consignment, that the discharge or shipment of Cargo for which Delivery or Shipping Orders have not been stamped by the Customs, exposes the goods concerned to confiscation.

4th.—In the case of Ships about to clear, the settlement of accounts, and the issue of the clearance, will be expedited, if notice of intention to clear be given to the "Clearance Desk" on the day before that on which the export manifest is handed in.

5th.—Permission to Steamers to *coal* at night, is given upon the receipt of special applications. Each such application ought to be accompanied by a Bank note for Ten Taels, in payment of the night-coaling fee.

6th.—A little more care on the part of those who write out applications for permits, could probably tend to obviate the not unfrequent occurrence of *clerical errors.*

ROBERT HART.

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CUSTOM NOTIFICATION.

No. 17.

OFFICE OF MARITIME CUSTOMS,

Shanghai, January 9th, 1864.

THE Undersigned having been appointed to the post of Commissioner of Customs at Shanghai, has this day entered upon the discharge of his duties.

THOMAS DICK.

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NOTIFICATION.

THE undermentioned Regulations, general and local, for the Port of Tientsin and the British Settlement at Tzu-chu-lin, having received the approval of the Hon'ble Sir F. Bruce, K. C. B., &c &c. &c., are now published for the information of the public.

JOHN GIBSON,

Acting Consul.

TIENTSIN, *7th Dec.*, 1863.

CONSULAR REGULATIONS FOR THE PORT OF TIENTSIN.

1st.—The British Port of Tientsin shall be between the North face and South face of the Settlement at Tzu-chuh-lin: he British Port of Taku shall be between the First Bending in the River and the South Fort, (the inner anchorage), and between the Bar at the mouth of the River, and Three miles to seaward (the outer anchorage).

2nd.—Every master of a vessel shall deposit his ships' papers, together with a summary of the Manifest of her cargo at the Vice-Consulate at Taku, within forty-eight hours if in the inner anchorage, and within fifty-six if in the outer, unless a Sunday or holiday should intervene. Masters not conforming to this Regulation will render themselves liable to a penalty of Two Hundred Dollars.

3rd.—Every British vessel must shew her colors on entering the Port or anchorage, and keep them hoisted, until she shall have been reported at the Vice-Consulate, and her papers deposited there. Masters not conforming to this Regulation, will render themselves liable to a penalty not exceeding One Hundred Dollars for each offence.

4th.—Should any vessel, the property of a British subject, but not provided with a Certificate of Registry, hoist the British ensign within the anchorage, or should she exhibit within such limits any flag so similar to the British ensign, as not to be distinguishable from it, the Master of such vessel will be liable for every such offence to a penalty not exceeding One Hundred Dollars.

5th.—Masters of Vessels will be held accountable for the conduct of their crews on shore. Should any seaman absent himself without permission, the Master shall forthwith report the same at the Consulate at Tientsin, or Vice-Consulate at Taku, and take efficient measures for the recovery of the absentee.

6th.—The discharge of guns and other firearms from vessels in harbor is strictly prohibited under a penalty not exceeding $50 fifty dollars.

7th.—Masters of vessels when reporting their arrival at the port or anchorage, shall notify in writing the names of all passengers and persons not forming part of the registered crew on board, and due notice must likewise be given of the numbers and names of persons not forming part of the Registered Crew, intending to leave the Port on board of any vessel.

8th.—All cases of death occuring on board of vessels in harbor, or in the Residences of British Subjects on shore, must be immediately reported, and in the event of sudden or accidental death the best information obtainable will likewise be required It is strictly prohibited to throw overboard the bodies of seamen or other persons dying on board of a vessel in harbor.

9th.—Stones, Ballast or Cinders shall not be thrown overboard in the harbor of Tientsin.

10th.—In mooring vessels at Tientsin near the bank Masters will fasten their hawsers to the painted beams set part for their use. By fixing hawsers to trees, or in such a way as to impede the public path, Masters will lay themselves open to a penalty of $50 fifty dollars for every such offence.

11th.—All cases of loss of property by theft or fraud on board ship, as well as of assault or felony, requiring redress, or involving the public peace, must be immediately reported; any Chinese subject guilty of a misdemeanor on shore or afloat may be detained on detection, but information in such case must be given forthwith at the Consulate or Vice-Consulate office, and in no instance shall British Subjects be premitted to use violence towards Chinese offenders, or take the law into their own hands.

12th.—Any vessel laden with Gunpowder or any combustible is prohibited from entering the anchorage or remaining within a distance of *one mile* therefrom.

13th.—No seaman or other person belonging to a British ship may be discharged or left behind at this Port without the express sanction of the Consul or Vice-Consul, nor until sufficient security shall have been given for his maintenance and good behavior while remaining on shore. If any British Subject left at this Port by a British vessel be found requiring public relief prior to the departure of such vessel from the Dominions of the Emperor of China, the vessel will be held responsible for the maintenance and removal of such British Subject.

14th.—Masters are required to conform to the "Custom House Regulations" published by Consul Mongan or the 25th of May 1861.

15th.—When a vessel is ready to leave this Port, the Master shall give notice thereof to the Consul or Vice-Consul, and shall hoist a Blue Peter at least 24 hours before the time appointed for her departure.

16th.—No British Subject may establish either a Boarding or Eating House at this Port without the sanction of the Consul or Vice-Consul. Every licensed boarding or eating house keeper will be held accountable for the good conduct of all inmates and frequenters of his house.

17th.—Every British subject residing at this Port, who shall not have been already enrolled in the Consular Register, shall apply to the Consul or to the Vice-Consul to be enrolled within 10 days after the promulgation of these Regulations. No British subject will be entitled to claim the protection of the authorities who shall not so have enrolled himself; and who cannot allege valid reasons for his not having done so.

18th.—The term "Consul" or "Vice-Consul" shall be construed to include every officer of Her Majesty's Consular Service holding the Queen's Commission as Consul or Vice-Consul, or acting as such.

19th.—All fines and penalties imposed under the above Regulations shall be levied and enforced in the manner specified in Article 26th of the Order of Her Majesty in Council, dated the 13th June 1853, and all penalties shall be appropriated and applied as provided for in Article 38th of the same Order.

LOCAL CONSULAR REGULATIONS FOR TIENTSIN.

1st.—The Leases of Lots in the British Settlement, shall be deposited at the Consulate in original.

2nd.—Transfers of Lots shall be registered at the Consulate within a week of such transfer under a penalty of, not exceeding $ 20.

3rd.—The Bund, Roads, Beach, and all other land set apart by the Land Renters for the use of the public, shall be devoted to that use without any limitations whatever. Parties infringing the Regulations which the Land Renters are pleased to lay down in reference to land applied to public uses, will render themselves liable to a penalty of not exceeding $ 200 for each offence.

4th.—The Land Renters, through their Committee, shall make an assessment on land and wharfage for the purpose of keeping the Roads, Bund, and Wharves in repair.

5th.—The Sale of Spirituous Liquors, the opening of Boarding Establishments or Eating Houses are strictly forbidden in the Settlement unless by sanction of the Consul. Parties convicted of a breach of this Regulation, will lay themselves open to a penalty of not exceeding $ 50 for each offence.

6th.—It is strictly forbidden to store Gunpowder, or any other combustible on the Settlement. Persons convicted of a breach of this Regulation, will lay themselves open to a fine of not exceeding $ 200 for each offence.

7th.—*Nuisances.*—Parties convicted of any act or omission characterized as a nuisance in English law; Persons permitting Grooms to lead horses for exercise in the Settlement, will lay themselves open to a penalty of not exceeding $ 100.

8th.—Masters of ships at Tientsin are absolutely forbidden to give their mates, engineers and men leave to go into the country, Parties convicted of a breach of this Regulation will lay themselves open to a penalty of not exceeding $ 100 for each offence.

9th.—Masters of River Steamers who pass up to Tientsin can report at the Tientsin Consulate. If however, they remain at Taku above 3 hours they must report at the Vice-Consulate at Taku under a penalty not exceeding $200 for every offence. The River Steamers which report at the Tientsin Consulate can be "cleared" at this Consulate; but in case they Report at Taku, they must be cleared at Taku.

LOCAL CONSULAR REGULATIONS FOR TAKU.

1st.—Masters of Ships at Taku are absolutely forbiden to give their mates, engineers and men leave to go to Tientsin or into the country. Parties convicted of a Breach of this Regulation will lay themselves open to a penalty of not exceeding $100 for every offence.

2nd.—Sale of Spirituous Liquors, Establishment of Boarding Houses or Eating Houses, unless by Warrant of the Vice-Consul are strictly forbidden. Parties convicted of a Breach of this Regulation will lay themselves open to a fine of not exceeding $50 for every offence.

3rd.—Masters of ships will make themselves acquainted with any local Custom House Regulations by applying at the Vice-Consulate or at the Office of Maritime Customs at Taku.

GENERAL CONSULAR REGULATION.

Parties convicted of a Breach of any of the Regulations, General or Local, to which there is no penalty affixed, will be liable to a fine *not* exceeding $ 200 for each offence.

LOCAL CONSULAR REGULATION.

Penalties under the Local Regulations will be enforced and appropriated in accordance with the 19th Rule of the General Regulations.

JOHN GIBSON,

Acting Consul.

THE London Mail of 20th November, due in Hongkong on the 12th January, and here on the 17th. It was received last year on the 17th January, per *Benares.*

The North-China Herald.

IMPARTIAL, NOT NEUTRAL.

SHANGHAI, SATURDAY JANUARY 9 1864

THE frequent occurrence of mishaps to vessels navigating the Yang-tsze and Wong-poo naturally suggests a doubt as to the efficiency of the pilots plying on those rivers. There are two distinct classes of men in Shanghai whose services are available in that capacity, the one vouched for by a competent board of examiners, and recognized by Insurance offices, the other for whom no such guarantee exists. On hearing, however, of the collision, the grounding, or total loss of a vessel, persons are apt to forget this distinction, and to condemn the whole body of pilots as incompetent, without taking the trouble to ascertain whether the accident occurred under the auspices of a recognized pilot, or even whether any pilot were on board. For example, the individual who grounded the *Electra* did not, we believe, possess a certificate; and the *Hellespont* had no pilot on board. The maintenance of a properly constituted body of pilots is of the highest importance in a place whose prosperity arises solely from the facilities it affords for trade. But it is not only necessary that such a body should exist, but also that a bar should be raised against the exercise of the profession by persons not properly qualified. This is possible, in the case of a settlement like Shanghai, where the persons interested have no governing power, by two means only—either by the aid of the Chinese authorities, or indirectly through the influence of the Insurance offices. It would we presume, not be competent to any individual section of the foreign community, or to the whole collectively, to say that no one should exercise the calling of pilot on the Yang-tsze or Wong-poo, unless he pos-essed a cert ficate signed by a competent board of examiners; because the foreign community have no absolute control over the river, and can only bring their influence to bear in so far as they are interested in the vessels. But it would be quite competent for the Chinese and English authorities jointly to adopt some measure for deterring unqualified persons from acting as pilots, and equally easy for Insurance offices to insert a clause in their policies, to the effect that they will not be responsible for any accident which may occur to vessels not in charge of a qualified pilot.

The regulations under which pilots are given certificates of competency by the Shanghai board of examiners are well-considered, and, we think, sufficiently strict. Before a candidate can enter the service as apprentice, he is required to shew certificates of service as first and second mate during a certain period, as well as vouchers of good conduct and ability. The period of service as apprentice is fixed at six months, at the expiration of which the candidate is examined by a competent board of five persons, and if he succeed in satisfying them as to his competency, he is given a certificate empowering him to pilot vessels drawing not more that 15 feet. At the expiration of three months more, he again comes before the board, and if there be no complaint against him he is given a license to pilot vessels of any draught. In the Calcutta pilot service, which is perhaps better organised than any other, a much longer apprenticeship is exacted; but it is always entered on by lads who have adopted pilotage as a permanent profession. It would be impracticable to introduce such complete organisation at Shanghai, until the settlement has more of the character of a European possession, and persons have come to regard it more as a permanent residence. We doubt whether many lads would be inclined to enter the service at present, with the prospect of a long apprenticeship on an income sufficient only to provide them with necessaries. The case is different in the Hooghly, where the foreign possession of the country is assured, and the prospective pension is guaranteed by government. The disadvantage of a short apprenticeship, is however much lessened in Shanghai by the fact that apprentices must be experienced sailors, and consequently men of mature age. On the whole, therefore, we repeat that the regulations under which pilots are at present elected as competent to navigate the Yangtsze and Wongpo, appear as good as any that could be adopted. Indeed, the fact that the board by whom they are established consists of ship-owners and merchants, who are themselves principally interested, is a sufficient guarantee that the rules are as effective as could be conceived. The remedy against inefficient pilotage lies in the adoption of measures to prevent incompetent individuals from exercising the calling, and it would be well if the authorities would turn their attention to a subject involving to so great an extent the interests of those they represent. It is easy to urge that, if captains of vessels are foolish enough to employ pilots who do not possess certificates of competency, they must take the consequences. But captains do employ such from ignorance or motives of economy, and if people persist in committing acts of folly involving grave consequences, the power to do should as far as possible be taken from them.

RETROSPECT OF THE YEAR 1863.

(*Continued from No.* 701, *page* 3.)

Notice of Shanghai continued.

THE Shanghai Carting Company, established during the past year, has done much towards the improvement of the settlements, and for the general good of trade. The amount of loss sustained by entrusting coals, for example, to the carriage of coolies was something almost exceeding belief. Now, however, if a ton of coal is delivered from a godown, there is some possibility of at least an approximation to that weight being put into the purchaser's house or on board his steamer. This saving in coal is, by the way, a feature in the advantages conferred on owners of steamers by the Wharf companies. We are informed that under the old system of coaling from a lighter, at least fifteen per cent was lost by accident and by direct peculation. But, when a truck runs directly from the weighing machine in the godown to the steamer at the wharf, and empties itself into the bunkers without the intervention of kleptomaniacal coolies, the chances of getting as much coal as is paid for are very largely increased. So also with the Carting Company's waggons, which, by their old familiar appearance, almost make us imagine that we are living in a great western port instead of being, as is unfortunately the case, denizens of the eastern extremity of the world.

On whatever side we turn our attention, we meet proofs of the increasing importance of the port of Shanghai. We may, almost without exaggeration, state that within the last year a new trade has sprung up. We allude of course to the trade in cotton, a return of which for the seven months ending 31st December, has been published by the Inspector General of Customs for the information of the public. It will be seen that during these months three hundred and sixty thousand piculs of Cotton have been shipped from Shanghai—the greater portion direct to England, and about one third to Hongkong for transhipment to Bombay and other places not specified. The value of the total export of this one commodity is estimated at over two millions sterling. We may therefore congratulate ourselves on the creation of this all but new branch of the China trade. As the trade of the port increased, enlarged facilities for providing vessels with all their necessaries were imperatively called for. Accordingly we find new docks built, while the old have been enlarged, and every requisite provided for repairing and furnishing ships. Foundries have naturally enough followed in the wake of the docks, so that we now find ourselves in the midst of a large manufacturing town as well as in a great commercial port. Many descriptions o

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work can be performed as well and almost as expeditiously as in England. The immense price which skilled labor brings in Shanghai must, however, for the present, interfere with manufacturing interests, for there is no doubt that if a large body of artisans was suddenly to put in an appearance in Shanghai, prices would go down, while the owners of docks and foundries would reap a more abundant harvest of gain. The efficiency of the workmen employed in the Shanghai docks, and the enterprise of the dock owners have been well proved during the year which has just closed by the many steamers which have been launched. Of these the finest was Messrs. Dent & Co.'s magnificent Yangtsze steamer, the *Fuzi-Yama*, put together by Messrs. Collyer and Lambert, and launched last June. Besides this, which may be looked on as a leviathan amongst the smaller fry, many others have been constructed at various docks, some of them being perfect novelties in naval architecture. We have, moreover, to note the extension of the Messageries Impériales line to Shanghai. The reports which have reached us as to the treatment received on board the vessels of this company vary so considerably, that we are compelled to come to the conclusion that in weighing the evidence for and against the line (as, indeed, in all other questions of greater or less importance) due moment must be given to each particular witness's state of health and temper. Taking the mean of all the observations made, we should imagine that the Messageries Impériales steamers are neither better nor worse than those of the P. & O. Co. the discomfort inseparable from life even on board the most luxuriously provided ship, making no exception in favor of the French packets.

While speaking of the River, and the trading interests of Shanghai, we should have wished to provide our readers with an abstract of the Custom House returns for the year 1863. Such returns (except in the case of cotton) have not as yet been published, and we are therefore obliged to postpone any remarks on the general commerce of the port. We understand that a comparative statement of the shipping in the river for the last two years is being prepared under the supervision of the Harbor Master, but as this has not appeared up to the present, we must also refer our readers to some future number of the *North-China Herald* for full and accurate shipping details.

Under the heading of "The Yangtsze" we have remarked on the necessity for making some arrangement by which the navigation of the long river might be rendered safer, and not depend as it does at present on the empirical knowledge of local Pilots. Those remarks applied more especially to the river between Wusung and Hankow. There is, however, another and a very serious duty we owe ourselves, viz. the preservation of the water communication at present existing between Shanghai and the light-ship. The owners of property on both sides of the river above Putung point will be interested, if not gratified, by the information that within the last twelve months Putung and Hong-qua have advanced one hundred and ninety-two feet towards one another. This result is, we believe, partly the consequence of the sinking of the junk on Putung point, and the wreck of the *Lord Lyndhurst*, but also arises from the somewhat indiscriminate erection of jetties, which, being in many cases carried out to a considerable length, cause a rapid deposit of mud. We shall therefore watch with considerable interest the effect produced on the river, and consequently on the trading interests of the port, by the jetty announced as about to be erected by the Municipal Council. The length of this projected structure would almost warrant us in describing it as a bridge, were it not nearly certain that the portion of it which must be exposed to the strength of the tide will be periodically swept away. If, however, a year should elapse without the occurrence of such an accident, the enterprising Municipal Engineer may set his mind at rest, for, by that time, the channel will be so far altered as to render extremely problematical the existence of any tide whatsoever in the neighbourhood of the jetty. The pilotage of the River also calls for remark. Under the present system, any man with sufficient effrontery may announce himself as a pilot, and, if he should happen to find a Captain weak enough to believe him, may judiciously sink a thousand ton ship in the part of the channel now lying vacant between the *Hellespont* and the *Ocean Mail*. The effect would simply be to block up the entrance to this river, and at once ruin the trade. Were it possible to be astonished at any instance, however gross, of Chinese stupidity, we should express surprise at the non-interference of the local authorities. The importance of Shanghai as a Chinese official post results from nothing but the fact that foreigners congregate here; while the influx of foreigners is caused solely by the eligibility of Shanghai as the outlet for the trade of northern and central China. If Shanghai be ruined, or if, in other words, the river be rendered, even temporarily impassible, the importance of the Futai of Kiangsu, and of the Taotai of Shanghai will at once suffer severely. Under such circumstances European officials would be likely to remonstrate, and, while expressing their desire to promote the freedom of trade, adduce that desire itself as a reason for putting some check on the adventurous disposition of a few needy individuals. The Chinese are unfortunately too blind to see the advantage of such a course. In self defence, therefore, the foreign merchants must do something to prevent the destruction of the facilities for trade. Officially they cannot act, for the sole power of ruining the river or of deputing that ruin to others rests with the native government. The Consuls, for a like reason, cannot interfere to establish a board of foreign Pilots, and to render it criminal for any one not bearing a consular license to act as a pilot. The only course open was therefore to form a company, and, by holding out strong inducements, to draw the best men on the river into that company's service. This has been done, and the members of the Shanghai Pilot Company have, in consequence, enjoyed a very large share of public patronage, and have been singularly fortunate in bringing vessels into port. Still, however, there are Captains blind enough to employ men bearing no certificate of competency, and who may in all probability have been dismissed from the Company's service for drunkenness or ignorance of their duties. Owners of ships should, therefore, fully understand the risk they run if their Captains will insist on allowing the first nautical looking party who boards them off the Yangtsze to take charge.

Before closing this brief notice of the Woongpu river, we must allude to the establishment of a Water Police. The river is now kept clear of garbage, and of the dead bodies both of men and animals which used a year ago to float down from the country, and taint the only source whence water for ordinary daily use could be obtained. Very much however, still remains to be done. We trust, now that "Companies" are all the rage in Shanghai, that Water Works may be established, and that a supply of good water will thus be made available for the use of at least the foreign portion of the community. Our sympaties in this respect hardly extend to the Chinese. They have existed for so many centuries without good water, that to supply them now would be almost a work of supererogation. In the interests of the foreigners, however, a constant supply of pure water is imperatively called for, and, if provided, will undoubtedly produce a notable diminution in the virulence of whatever epidemic may visit us during the summer months immediately succeeding the provision, and in the proportion between the number of fatal cases and the population of the settlements. "They," says Butler, after enumerating a ghastly list of ills produced by the use of bad water, "they that use filthy, standing, ill-coloured, thick, muddy water, must needs have muddy, ill-coloured, impure and infirm bodies. And because the body works upon the mind, they shall have grosser understandings, dull, foggy, melancholy spirits, and be really subject to all manner of infirmities."

We present the above extract gratis to any body of men sufficiently enterprising to form a Water Works Company, and would suggest it as the motto for their prospectus.

(To be Continued.)

SHANGHAI HARBOUR.

THE state of the harbour and of the channel by which it is approached is a subject which begins to demand serious attention. As yet, it is true, no important obstruction exists; but if wrecks are allowed to lie in whatever spot they may sink, without any effort being made to remove them, the passage of some parts of the channel will soon become both difficult and dangerous. Five months have now elapsed since the *Ocean Mail* was lost while leaving the harbour, but we have heard of no attempt to remove or destroy the wreck. Now, the *Hellespont* has sunk on the opposite side of the channel in her near neighborhood. The wreck of a third vessel between these two would, if not effectually bar the passage, at least render it exceedingly dangerous. Several months ago, we were able to make the satisfactory announcement that the Taotai had consented to the appropriation of a considerable sum to the removal of the wreck of the *Lord Lyndhurst*, which lies in most inconvenient proximity to the shipping. We have, however, since heard nothing of any attempt to carry the design into execution. Months elapsed before the eyes of the Taotai could be opened to the desirability of removing the wreck; and having in an energetic moment actually given the matter five minutes thought, and granted a sum tolerably proportionate to the work to be done, he again subsided into his normal state of inanimation magining, we presume, that the knowledge that he had stirred in the matter, would be sufficient to induce the *Lord Lyndhurst* to remove itself. The Chinese have great faith in the power of money, and they are not far wrong; but the Taotai carries this view rather to an extreme when he expects that a wreck will disappear from the river merely because he has promised to give Tls. 5,000 to somebody if it does so. It is a lamentable instance of lack of appreciation of the sanctity of a Chinese mandarin's word; but it is a fact, that nobody can be found who will undertake the work on these terms. Several persons would be quite willing to undertake the task, if the Taotai will advance sufficient money to cover the cost of the necessary machinery to be used; but the Taotai declines, adhering with a firmness worthy of a better cause to his promise to pay—when the work is finished. So the wreck of the *Lord Lyndhurst* remains, and seems likely to remain, unless the Taotai can be induced to take an intelligent view of the matter—which is hopeless.

THE BRIDGE OF SIGHS.

Pinch him and burn him and turn him about,
Till Candles and Starlight and Moonshine be out.
(Merry Wives of Windsor)

Oh! Shareholders fortunate,
Rolling in wealth,
Be not importunate,
Here's to your health.

Walk the Bridge tenderly,
Tread it with care;
Fashioned so slenderly,
Of Workmanship rare!

Look at its weak supports
Braving out all reports;
Whilst the wave constantly
Washes its nether ends;
Take it up instantly
'Maskee' your Dividends.

Think of it mournfully,
How often, and scornfully,
You've talked of its beauty;
Are'n't you ashamed of it?
All that remains of it,
Is unfit for duty.

Don't talk of its History
As if it were mystery
Weak and unpitiful.
Long past reformation,
Not worth an oration,
Call it not beautiful.

Patch up its holes and cranks,
Screw down its loosened planks,
Your senses bewilder;
For Time on you presses,
And Wonderment guesses
Had it a Builder?

Who was its Architect?
Who did its Arch connect?
Had it a mother?
Was there ever a dearer one?
Oh! give us a nearer one,
We'll pay for another.

Alas! for the rarity
Of Shareholders' Charity,
When dividends loom!
Had it not paid so well
Left its own fate to tell,
How speedy its doom!

Traffic increasing,
The shares up to par,
Gather tolls without ceasing,
How lucky you are!
It seems as if Providence,
Spite of all evidence,
Keeps up the eminence.

Where the dull lamps quiver
In the dark mud river
So dimly by night;
I've gazed from my casement,
In fear and amazement,
Shaking with fright.

To think of the risk we run,
Foreigners every one,
Over the brink of it;
Picture it,—think of it,
Shareholders all!
If the wind blew too strong
Might it not be 'ere long
Our funeral Pall?

Then walk the Bridge tenderly,
Tread it with care,
Fashioned so slenderly
Of Workmanship rare.

Monopoly staring
Thro' muddy impurity,
Oh! think of the daring
Which bids us despairing
Trust all to futurity.

Thus, Equestrians,
Coolies, Pedestrians,
Heavily pressed—
For the sake of Humanity
Curb this insanity,
And set us at rest.

Close up its History
If it's a mystery,
And let it be hurled [world.
Anywhere, anywhere out of the
Owning its weakness
And your bold speculation,
Resign it with meekness
Or your own reputation.

CE N'EST PAS MOI.

4th January, 1864.

CUSTOMS NOTIFICATION.

No. 13.

OFFICE OF MARITIME CUSTOMS,
SHANGHAI, Saturday, 2nd January, 1864.

The Return hereto appended, having reference the Export of Cotton from the 1st June to the 31st December, 1863, is published for general information:

A Register, similar to those kept for Tea and Silk, can now be consulted at this office by Merchants desirous of ascertaining current particulars relative to the shipment of Cotton.

ROBERT HART.

RETURN

OF THE EXPORT

OF COTTON

FROM THE PORT OF SHANGHAI.

FROM THE 1st OF JUNE TO THE 31st OF DECEMBER, 1863.

RETURNS *of the Export of Cotton from Shanghai for the month of June* 1863.

Date of Clearance.	Vessel.	London and Liverpool.	Hongkong.	Coast Ports.	America.
June		pcls. ctts.	pcls. ctts.	pcls. ctts.	pcls. ctts.
3	Emily Banning	--	--	--	237.60
5	Congo — Foochow	--	--	90.00	--
6	James Shepherd — "	--	780.00	--	--
8	Elizabeth — Swatow	--	--	1,012.65	--
9	Ophir — Lyndhurst	2,151.00	--	--	--
9	Belle — Kiukiang	--	--	140.00	--
9	Mary and Louisa — "	--	--	--	1,300.00
12	Alicia — "	--	709.00	--	--
13	Maria Philipina — "	--	498.00	--	--
15	Oxus — Lyndhurst	2,488.00	--	--	--
15	Nankin — "	--	556.60	--	--
16	Molly — Amoy	--	--	345.00	--
17	Armistice — "	--	--	499.36	--
19	Martaban — Foochow	--	--	28.75	--
20	Earl of Chester — "	--	1,500.00	--	--
22	Sea Queen — Amoy	--	--	486.45	--
25	Amanda — "	--	--	264.50	--
25	Tell — "	--	500.00	--	--
25	Meta — Swatow	--	--	593.64	--
26	Rattle Snake — "	--	987.45	--	--
30	Fortuna — "	--	745.00	--	--
	Total...	4,639.00	6,267.05	3,460.35	1,537.60

Grand Total.....piculs 15,904.00

Value at Taels 13 per picul (average for the month) ...Taels 206,752.00.

RETURNS *of the Export of Cotton from Shanghai for the month of July* 1863.

Date of Clearance.	Vessel.	London and Liverpool.	Hongkong.	Coast Ports.	America.
July.		pcls. ctts.	pcls. ctts.	pcls. ctts.	pcls. ctts.
3	Royal Bride, — Amoy	--	--	1,161.10	--
7	Julia G. Tyler — "	--	686.25	--	--
7	John Bull — Amoy	--	--	342.70	--
7	Kennington, — London	3,224.00	--	--	--
8	Procymatia — "	1,878.00	--	--	--
10	Minerva — Swatow	--	--	818.75	--
11	Mary Ross — "	--	--	621.93	--
17	Carthage — "	--	421.40	--	--
18	Ceres — Foochow	--	--	434.48	--
24	Mary — Amoy	--	--	338.50	--
24	Layard — "	--	500.00	--	--
24	Agra — "	--	912.00	--	--
24	Pohkien — "	--	370.00	--	--
30	Florence Nightingale — Swatow	--	--	1,399.80	--
30	Panama — "	--	276.00	--	--
30	Onangondy — Liverpool	6,407.78	--	--	--
31	Wild Gazelle — Swatow	--	--	1,455.05	--
31	Maria — Ningpo	--	--	140.00	--
	Total.....	11,509.78	3,165.65	6,712.31	--

Grand Total.....piculs 21,387.74

Value at Taels 15 per picul (average for the month) Taels 320,816.10

RETURNS *of the Export of Cotton from Shanghai for the month of August* 1863.

Date of Clearance.	Vessel.	London and Liverpool.	Hongkong.	Coast Ports.	America.
August.		pcls. ctts.	pcls. ctts.	pcls. ctts.	pcls. ctts.
4	Tynemouth	--	2,563.00	—	—
4	Merrington — Liverpool	3,015.00	--	—	—
6	Velox — Swatow	--	--	1,383.70	—
6	Artemesia — London	1,570.00	--	—	—
7	Jeddo	--	1,450.00	—	—
12	Henrietta — "	--	1,152.50	—	—
13	Citadelle	--	250.00	—	—
14	Hanover — London	4,876.15	--	—	—
14	Robert Lowe	--	710.00	—	—
19	Voltigeur — Amoy	--	--	230.00	—
22	Winchester	--	4,500.00	—	—
22	Maria Rozario — Amoy	--	--	337.35	—
22	Macedon — Foochow	--	--	490.00	—
22	India — London	2,190.00	--	—	—
24	Pohkien — Foochow	--	--	1,175.00	—
24	Chanticleer	--	250.00	—	—
25	Reiver	--	980.00	—	—
26	Cambalu — London	3,549.00	--	—	—
27	Runymede — "	3,492.18	--	—	—
27	Gloucester — Swatow	--	--	1,688.00	—
31	Dirigo	--	57.50	—	—
31	Viola	--	1,860.00	—	—
	Total.....	18,962.23	13,773.00	5,304.05	—

Grand Total.....piculs 37,769.38.

Value at Taels 14 per picul (average for the month) Taels 528,771.22.

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RETURNS *of the Export of Cotton from Shanghai for the month of September* 1863.

Date of Clearance.	Vessel.	London and Liverpool.	Hongkong.	Coast Ports.	America.
Sept.		pcls. catts.	pcls. catts.	pcls. catts.	...
1	Cordova - - - *Liverpool*	3,362.00	...	...	...
4	Woodville - - - *Foochow*	...	...	100.20	...
7	Fairy - - - - - *Swatow*	...	...	1,679.25	...
7	Tinghae - - - - - *Amoy*	...	...	161.00	...
7	Clarissa Bird - - - - -	...	3,750.00	...	...
8	Stella - - - - - - -	...	350.00	...	...
8	Jane Leech - - - *Liverpool*	3,500.00	...	...	...
16	Lotus - - - - - - -	...	946.00	...	...
16	Tynemouth - - - - -	...	588.00	...	...
16	Andes - - - - *Foochow*	...	...	189.04	...
18	Havelock - - - - *London*	2,019.13	...	...	...
18	Batavia - - - - *Swatow*	...	...	835.00	...
18	Una - - - - - *Hongkong*	...	802.00	...	...
21	Niemen - - - - - -	...	1,686.00	...	...
21	Lorton - - - - *Liverpool*	2,406.00	...	...	...
23	Fohkien - - - - - -	...	845.00	...	...
23	James Shepherd - - - -	...	600.00	...	...
25	Adelaide - - - - - -	...	700.00	...	...
28	Cordovius - - - - - -	...	627.00	...	...
29	Julia Ann - - - - - -	...	1,370.00	...	...
	Total.....!	11,287.13	12,264.00	2,964.49	...

Grand Total..... Piculs 26,515.62

Value @ Taels 13 ₱ picul (average for the Month) Taels 344,703.06

RETURNS *of the Export of Cotton from Shanghai for the month of October* 1863.

Date of Clearance.	Vessel.	London and Liverpool.	Hongkong.	Coast Ports.	America.
October		pcls. cts.	pcls. cts.	pcls. cts.	...
2	Shantung .....*Chefoo*	...	...	460.00	...
2	Rainbow	...	2,329.50	...	...
5	Sir Harry Parkes	...	2,178.35	...	...
5	Rock City .....*London*	2,454.00	...	1,391.50	...
6	Freya .....*Swatow*	...	...	1,430.00	...
7	Young Greck..... "	...	...	...	...
7	Felloong.....	...	450.00	...	...
8	Padang Panjang .....*Amoy*	...	...	1,280.65	...
9	Hydaspe .....*Swatow*	...	...	1,526.65	...
9	Nuevo Lepanto .....*Amoy*	...	...	320.90	...
13	Queen Hortense	...	1,000.00	...	...
15	Robert Lowe.....	...	1,755.00	...	...
16	General Michiels .....*Swatow*	...	...	1,123.50	...
16	Palmyra .....*Liverpool*	2,253.00	...	...	...
17	Viscount Canning.....	...	1,744.00	...	...
20	Lady Elizabeth .....*Liverpool*	2,032.00	...	...	...
20	Tynemouth	...	1,695.00	...	...
21	Light of the Age	...	1,912.00	...	...
21	Fohkien	...	710.00	...	...
21	Earl Grey .....*Amoy*	...	...	1,881.55	...
23	Caravan	...	1,370.00	...	...
23	Niphon .....*Liverpool*	3,224.00	...	...	...
24	Keenta	...	611.16	...	...
24	Eva	...	817.00	...	...
24	Frederick VII.	...	700.00	...	...
24	James Gibson .....*Lpool*	1,799.50	...	...	...
26	James Vinnicombe .....*London*	4,736.00	...	...	...
28	Carrington	...	1,100.00	...	...
28	Spirit of the Sea .....*Liverpool*	2,330.00	...	...	...
28	Elizabeth Dawson	...	1,160.00	...	...
30	Thomas Stowe .....*Liverpool*	2,441.00	...	...	...
31	Wild Pigeon.....	...	2,326.60	...	...
31	Sunlee. .....*Swatow*	...	...	910.80	...
31	Ningpo.....*Amoy*	...	...	793.50	...
31	Delaware .....*Foochow*	...	...	50.00	...
31	Lotus	...	1,214.00	...	...
	Total...	21,269.50	23,068.61	11,16910	...

Grand Total.....piculs 55,507.21.

Value at Taels 15 per picul (average for the month) Taels 832,608.15

RETURNS *of the Export of Cotton from Shanghai for the month of November* 1863.

Date of Clearance.	Vessel.	London and Liverpool.	Hongkong.	Coast Ports.	America.
Nov.		pcls. cts.	pcls. cts.	pcls. cts.	pcls. cts.
2	Yangtsze - - - - - -	--	744.00	--	--
4	Hellespont - - - - - -	--	721.91	--	--
4	Sarah & Emma - - *Liverpool*	5,550.00	--	--	--
4	Macedon - - - - *Foochow*	--	--	100.00	--
5	Eranee - - - - *Bombay*	--	--	3,035.00	--
6	Concordia - - - - *Swatow*	--	--	782.30	--
7	Our Queen - - - *Liverpool*	2,283.00	--	--	--
7	Ranee - - - - *Liverpool*	3,169.28	--	--	--
9	Pekin - - - - - - -	--	60.00	--	--
12	Sarah- - - - - *New York*	--	--	--	78.00
12	Carthage - - - - - -	--	2,178.00	--	--
13	Rona - - - - - - -	--	3,242.00	--	--
13	Victoria - - - - *Liverpool*	2,750.00	--	--	--
14	Independence - - - - -	--	3,964.60	--	--
14	Spirit of Trade - - *London*	2,510.00	--	--	--
14	Indian - - - - - - -	--	2,195.00	--	--
16	Penguin - - - - - -	--	360.00	--	--
16	Paragon - - - - - *Amoy*	--	--	57.50	--
16	Elgin - - - - - - -	--	1,400.00	--	--
16	Macduff - - - *Liverpool*	6,819.50	--	--	--
17	Singapore - - - - - -	--	1,150.00	--	--
18	Star of the North - *Liverpool*	5,564.50	--	--	--
18	Sir Harry Parkes - - - -	--	2,460.00	--	--
18	Sophie - - - - *London*	1,734.00	--	--	--
20	Picciola - - - - - -	--	892.00	--	--
21	Amur - - - - - - -	--	1,200.00	--	--
21	Albatross - - - - - -	--	1,676.00	--	--
21	Jeannie & Joseph - *Nagasaki*	--	--	340.00	--
23	Childe Harold - - *Liverpool*	5,130.00	--	--	--
24	Nanzing - - - - - -	--	610.00	--	--
24	Sea Queen - - - - *Amoy*	--	--	709.55	--
25	Malabar - - - - - -	--	1,196.90	--	--
26	Rhine - - - - *Liverpool*	2,300.00	--	--	--
26	Panama - - - - - -	--	1,360.00	--	--
26	Fohkien - - - - - -	--	2,990.00	--	--
26	Canton - - - - - -	--	850.00	--	--
27	Bentick - - - - *Swatow*	--	--	649.00	--
27	Cupitaribe - - - - *Amoy*	--	--	347.90	--
30	Agincourt - - - *Liverpool*	3,511.00	--	--	--
30	Hydaspe - - - - - -	--	500.00	--	--
	Total.....	41,321.28	29,750.41	6,020.35	78.00

Grand Total.. .....Piculs 77,170.04.

Value at Taels 20 per Picul—average for the month.....Taels 1,543,400.80.

RETURNS *of the Export of Cotton from Shanghai for the month of December* 1863.

Date of Clearance.	Vessel.	London and Liverpool.	Hongkong.	Coast Ports.	America.
Dec.		pcls. cts.	pcls. cts.	pcls. cts.	pcls. cts
1	Pekin - - - - - - -	...	1,250.00	...	...
2	Cordelia - - - - - -	...	2,580.00	...	...
3	Speedy - - - - - *Swatow*	...	...	699.80	...
3	Shoeeyleen - - - - - -	...	240.00	...	...
5	Gerard - - - - - - -	...	200.00	...	...
5	Hildesheim - - - - - -	...	1,400.00	...	...
5	Glen Huntley - - *Liverpool*	4,507.67	...	...	...
5	Kaffir Chief - - - - -	...	735.00	...	...
5	General Meslin - - - - -	...	1,225.00	...	...
7	Rona - - - - - - -	...	4,536.00	...	...
7	Alida - - - - - - -	...	710.00	...	...
7	Robert Lowe - - - - -	...	4,221.00	...	...
7	Loodianah - - - *Liverpool*	4,256.00	...	...	...
7	Fowtsun - - - - *Liverpool*	8,589.26	...	...	...
7	Anna Maria - - - - - -	...	1,359.00	...	...
8	Princess Royal - - *Liverpool*	7,480.00	...	...	...
10	Pusi-Yama - - - - - -	...	2,045.00	...	...
10	Japan Packet - - - - -	...	1,000.00	...	...
11	Geelong - - - - - -	...	1,029.00	...	...
14	Chanticleer - - - - -	...	2,009.00	...	...
14	Zingara - - - - *Liverpool*	2,635.00	...	...	...
15	Japan - - - - - *Amoy*	...	...	767.82	...
15	Reynard - - - - - -	...	478.40	...	...
16	Ettrick - - - - - - -	...	1,190.00	...	...
16	Chryscis - - - - *Liverpool*	2,150.00	...	...	...
16	Guillaume - - - - - -	...	522.00	...	...
16	Lammermuir - - - *London*	6,630.32	...	...	...
17	Young England - - *Liverpool*	5,384.50	...	...	...
18	Nonpareil - - - - - -	6,390.00	...	...	...
19	Tynemouth - - - - - -	...	4,901.17	...	...
20	Minerva - - - - *Bombay*	...	...	2,356.00	...
21	Royal George - - - *Liverpool*	3,407.00	...	...	...
22	Hydaspe - - - - - - -	...	650.00	...	...
22	General Putnam - - *Liverpool*	8,106.00	...	...	...
22	Podesta - - - - - *Swatow*	...	...	959.68	...
22	Solway - - - - *Liverpool*	7,172.34	...	...	...
24	Sophia - - - - - - -	...	1,072.12	...	...
24	Ecliptic - - - - - - -	...	1,050.00	...	...
24	Lotus - - - - - - -	...	1,500.00	...	...
26	Falk - - - - - *Foochow*	...	...	108.00	...
26	Ida - - - - - - - -	...	951.50	...	...
28	Lodore - - - - *Liverpool*	6,271.55	...	...	...
29	William Chandler - *Bombay*	...	...	4,240.00	...
30	Marion - - - - *Bombay*	...	...	3,100.00	...
30	Johann Christoph - - - -	...	961.00	...	...
31	Montmorency - - *Liverpool*	4,259.38	...	...	...
	Total.....	77,239.02	38,415.19	12,231.30	...

Grand Total.....piculs 127,885.51.

Value at Taels 22 per picul (average value for the month) Taels 2,813,481.22.

RETURNS *of the Export of Cotton from Shanghai, from the months of June to December* 1863 *(inclusive.)*

	London & Liverpool.	Hongkong.	Coast Ports	America.	Total.	ship	Average Value.
	Pcls. cts.	Pcls. cts.	Pcls. cts.	Pcls. cts.	Pcls. cts.	T.	Tls. m.c.c.
June, ...	4,639 00	6,267 05	3,460 35	1,537 60	15,904 00	13	206,752 000
July, ...	11,509 78	3,165 65	6,712 31	.....	21,387 74	15	320,816 100
August,.....	18,092 33	13,773 00	5,304 05	.....	37,769 38	14	528,771 220
September,	11,287 13	12,264 00	2,964 49	.....	26,515 62	13	344,703 060
October, ...	21,269 50	23,068 61	11,169 10	.....	55,507 21	15	832,608 150
November,	41,321 28	29,750 41	6,020 35	78 00	77,170 04	20	1,543,000 800
December,	77,239 02	38,415 19	12,231 30	.....	127,885 51	22	2,813,481 220
Total...	185,958 04	125,703 91	48,861 95	1,615 60	362,139 50		6,590,132 550

INSURANCES.

THE LANCASHIRE INSURANCE COMPANY.

CAPITAL...£2,000,000.

BOARD OF DIRECTORS IN MANCHESTER.
JOHN TODD, Esq., Chairman.
W. H. Bradley, Esq.
John Clegg, Esq.
B. Darbyshire, Esq., Liverpool.
Alexander Ewing, Esq., Glasgow.
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Samuel Hargreaves, Esq.
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J. Schofield Mayson, Esq.
Wm. Pilkington, Esq., Blackburn.
Joseph Schofield, Esq.
N. Schoolmerdine, Esq
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James Wagstaff, Esq , London.
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DIRECTORS IN LIVERPOOL.
C. HOLLAND, Esq , Chairman.
B. Darbyshire. Esq.
Thomas Fry, Esq.
Henry Jump, Esq.
Frederic Lyon, Esq.
James Smith, Esq.
James Smith, Esq.
Thos R. Stolterfoht. Esq.

The income of the Company is now as under:—

Fire premiums, upwards of.....	£ 60,000
Life premiums and interest.....	29,000
The Life Assurance Fund now exceeds	88,000
The Funds of the Company exceeds	251,000

FIRE DEPARTMENT.

Insurances are transacted on terms as moderate as those of any responsible office.

LIFE DEPARTMENT.

The Lancashire is also prepared to receive proposals for Life Assurance

Prospectuses, forms of proposal, and all further information may be obtained from

W. R. ADAMSON & Co.,
Agents at Shanghai.
tf 241 Oct 3, 1863.

ROYAL INSURANCE COMPANY OF LIVERPOOL.

CAPITAL—TWO MILLIONS STERLING
INCOME—THREE HUNDRED THOUSAND POUNDS PER ANNUM.

TRUSTEES:
JOHN SHAW LEIGH, Esq. | JOHN NAYLOR, Esq.
CHARLES TURNER, Esq., *Chairman.*
RALPH BROCKLEBANK, Esq., *Deputy Chairman.*

THE Company is now prepared to grant Policies to the extent of £15,000 on any one Building of European construction or its contents, and to accept Chinese risks to the extent of £8,000 in any locality within the Settlement.

Premiums are payable in drafts at 30 days sight (favor of PERCY M. DOVE, Esq.)

BOWER, HANBURY & Co.,
Agents for Shanghai.
tf 295 Shanghai, 21st Nov, 1863.

INSURANCES.

MARINE INSURANCE.

THE Undersigned, Agents of the *Sun Mutual Insurance Company* and *Mercantile Mutual Insurance Company*, are prepared to issue Policies, upon the customary terms, not to exceed $50,000 by one vessel.

Policies can be made payable in Shanghai, Hongkong, Singapore, Bombay, Calcutta, London, or Liverpool.

In addition to the usual brokerage of 10 per cent. a dividend of five per cent. will be declared at the end of each year, upon the amount of premia paid by Insurers, excepting that on Policies, under which claims have been made.

AUGUSTINE HEARD & Co.
tf 276 Shanghai, 22nd Sept., 1863.
(31st Oct.)

INDIA INSURANCE COMPANY.

THE Undersigned is appointed Agent at this Port for the above Company, and is prepared to grant Marine Risks on the usual terms. Policies payable in India, London and China.

DHURUMSEY POOJOBHOY,
Agent
7fc-64 (310) Shanghai, 7th Dec., 1863.

COLONIAL SEA AND FIRE INSURANCE COMPANY OF BATAVIA.

THE Undersigned having been appointed Agents at this Port for the above Company are prepared to grant Marine risks on the usual terms.

Policies payable in the principal ports of India and China.

BOURJAU, HUBENER & Co.
tf 123 *Shanghai*, 14th May, 1863.

COMMERCIAL UNION ASSURANCE COMPANY.

Marine Branch: 5 ROYAL EXCHANGE AVENUE, LONDON.

CAPITAL,... £2,500,000.

THE Undersigned having been appointed Agents for the *Marine Branch* of the above Company, are prepared to issue Policies at current rates of Premium.

GIBB LIVINGSTON & Co.
tf 258 Shanghai, 14th Oct., 1863.

THE LONDON AND PROVINCIAL MARINE INSURANCE COMPANY.

THE Undersigned having been appointed Agents at this Port for the above Company are prepared to grant Policy by first-class vessels from Shanghai to any Port or Ports in the United Kingdom, also by steamers to Ports on the coast of China, India, Australia, and Europe Payable in London.

ROTHWELL, LOVE & Co.
tf 43 Shanghai, 28th August, 1862.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

THE Undersigned have been appointed Agents at this Port for the above Company, and are prepared to grant Policies against FIRE at Shanghai on the customary conditions.

For further particulars apply to

GLADSTONE & Co.
tf Shanghai, 16th January, 1862.

INSURANCES.

NOTICE.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

COLONIAL MARINE AND FIRE INSURANCE SOCIETY OF BATAVIA.

THE Undersigned agents for the above named companies, are prepared to issue Policies upon Marine risks up on the customary conditions.

Policies can be made payable in London, Amsterdam, Rotterdam, and at almost every port of India, China, and Australia

ADRIAN & Co.
tf 28 Nagasaki, December, 1862.

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned are now prepared to grant Policies in this Office on the usual terms and conditions to the extent of Shanghai Taels 15,000 on the contents of any one building, situated on the British Concession at Tzechuhlin, Tung-zim.

SMITH, KENNEDY & Co.
tf Shanghai, 25th August, 1862.

NOTICE.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed AGENTS IN CHINA for the above-named Insurance Company, are now prepared to issue Policies against Marine Risks upon the usual terms, to the extent of Mexican $17,000 by Sailing Ship, and Mexican $90,000 by Steamer.

WM. PUSTAU & Co.
19ap-64 Shanghai, 18th April, 1862.

THE NORTHERN ASSURANCE COMPANY.

CAPITAL £1,259,760 STG.

THE Undersigned, Agents for the above Company, are prepared to grant Insurances against fire to the extent of £10,000 Stg. on any one Building, or on its contents.

For Terms, &c., apply to

TURNER & Co.
tf Shanghai, 3d February, 1862.

YANGTSZE INSURANCE ASSOCIATION

THE Undersigned, having been chosen Secretaries and Agents of this Association are prepared to issue Policies upon marine risks at current rates of premium.

Policies can be made payable in London, New York, Bombay, Calcutta, Singapore, Hongkong, Foohau and Shanghai.

In addition to the usual brokerage, this Association returns to the assured at each year, at the close of each current year, fifteen per cent of the profits of the Company for that year, divided *pro rata* to the amount of premiums paid by each Police holder.

RUSSELL & Co.,
Secretaries.
tf Shanghai November 1st 1862.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above-named Company at this Port, are prepared to grant POLICIES AGAINST FIRE to the EXTENT of £5,000 on Buildings or on Goods stored therein.

MACPHERSON & MARSHALL.
tf Yokohama, 24th October 1861.

QUEEN INSURANCE COMPANY OF LIVERPOOL.

THE Undersigned have been appointed Agents in Shanghai for the above Company and are prepared to grant Policies against Fire, as follows—

On private Dwelling Houses of the best description, detached and in the occupation of Foreigners, at the rate of ½ *per cent per annum.*

On Furniture and Stores in the above, 1 *per cent per annum.*

On first-class detached Godowns, ½ *per cent per annum.*

On second-class Godowns 1 *per cent per annum.*

On Merchandize in Godowns, 1 *per cent per annum*; ½ *per cent for 3 months*, and ¾ *per cent for 6 months.*

Policies will be granted to the extent of £10,000 on any one Building or on its contents.

No Insurance will be considered in force until the premium be paid.

Considerable advantages are offered by this Company to those effecting Insurance for a longer period than one year.

Forms of Proposals and all requisite information can be obtained at the Offices of the Undersigned.

BLAIN, TATE & Co.
tf Shanghai, 1st July, 1861.

ALLIANCE FIRE ASSURANCE COMPANY OF LONDON.

THE undersigned Agents in Shanghai for the above Company are prepared to accept assurance as under:

On private Dwelling Houses of the best description, *used strictly as such*, and the contents consisting of Household furniture, &c., therein, in private use, at the rate of ½ *per cent per annum.*

On Buildings of Brick or Stone covered with Tiles, Slates or Metal, detached from Chinese Tenements, and on their contents at the rate of *one per cent per annum*, and to the extent of £20,000 on each separate building.

A Building and its contents taken together form one risk Thus the above sum may be underwritten on a Building alone, or on the contents alone, or part on the Building and part on the contents.

Assurances for Six months will be charged *three-fourths*, and for Three months *one-half of the annual rate.*

No Assurance is to be considered in force until the premium be paid.

Parties applying for Assurances will please send in full particulars of the Risk to be taken; any deviation from which, without the consent of the Company, will vitiate the Policy.

JARDINE, MATHESON & Co.,
Agents in Shanghae.
tf Shanghae, 2d June, 1860.

PHŒNIX FIRE INSURANCE COMPANY.

THE undersigned are prepared to grant Policies in this Office on the *usual terms* and conditions to the extent of £10,000, on any one building with its contents, or to the extent of £20,000 on three or more separate buildings in the same occupancy.

SMITH, KENNEDY & Co.
tf Shanghai, 25th February, 1858.

[*Edited by* R. ALEXANDER JAMIESON *Printed & Published every Saturday, at the North-China Herald Office, Shanghai.*]

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...D COMPRADORE SYSTEM.

...e following letter from a HANKOW ...SIDENT on the subject of the com...adore system in China deserves care... attention, especially after the recent ...se of REID *versus* LEIGHTON. We ...e unable to enter into the subject to ...y; but shall take an early opportunity ... making some remarks upon it.

To the Editor of the
DAILY SHIPPING & COMMERCIAL NEWS.

DEAR SIR,—Referring to a letter in your ...ue of the 16th inst. signed H. S. T. on ...e subject of the Compradore system as ...rried on at the lately new opened ports in ...ina, I wish to say a few words as con...ected with this place.

Although your Correspondent is pretty ...rrect in the opinion expressed by him as ... heavy systematic squeeze made by our ...mpradores, I do not think he is perfect in ...s details, and as he does not offer any re...edy for existing evils, I am induced to give ...y views on a subject which must be one of ...nsiderable importance to all merchants in ...anghai connected with the river trade, and ... which some benefit may be derived by a ...scussion in your paper.

That the Compradores obtain a larger ...queeze here than they used to do formerly ... Shanghai and Canton is certain, but I ...ubt if it amounts to so much as two per ...nt on all transactions. They have how...ver an advantage in the credit system which ... an extra perquisite to them: for instance ...oods are nominally sold at a credit of three ...eeks, but it is seldom you get your money ... that time, it is often over two months ...efore you do so. In some cases the money ...ay not be paid by the purchaser, but at ...imes there is no doubt that the Compradores ...et the money and use it for a month for ...heir own purposes, and as you have no ...eans of knowing what they are doing, you ...re entirely in their hands. The squeeze on ...uties paid to the Hai-quan bank is one ...which from its openness must soon be al...ered, duties are charged here by different ...ompradores at from 108.1 to 110.

The Compradores have such a perfect sys...tem here that it is plain some measures are required to put a stop to their exactions; they have a club house where they regularly meet, having a President, Vice-President, and other office bearers; all business con...nected with foreigners is discussed by them at such meetings, and no Compradore being a Canton man is allowed to deviate from rules laid down by that association. To do away with the present iniquitous impositions laid down by Compradores, it is absolutely necessary there should be some unanimity among foreigners. This has already been tried and failed. For instance:—

About September 1862, it was resolved at a General meeting of residents that a certain touch of 9¼ece (T. 2.11) should be considered the standard for all money payments, that no goods should be sold except for cash on delivery, that three weeks should be allowed for clearance and bargain-money paid on purchase. This direct deviation from former custom naturally put a temporary stop to business; matters were however punctually coming round and sales had commenced on the new terms when, at the expiration of about two month the Agents of two Shanghai houses declined continuing the plan any longer on the plea that it interfered with their business. Thus, for want of unanimity among foreigners a safe basis of trade was prevented.

My own opinion and that of many others here is, that if the above resolution had been carried out a short time longer, we should have gradually got the natives to purchase goods on those terms and thus in a measure have withdrawn great power from the hands of the Compradores. Not only would such a resolution, if carried out have been immediately beneficial to foreigners, from the fact that the pernicious plan of a credit system would be done away with, but trade generally would reap immense benefit therefrom. By degrees it would lead to the establishment of banks here more wealthy than now existing. For with a chance of profit there can be no doubt they would come. With the present system there is no room for wealthy native banks, as to all intents and purposes foreigners are bankers without any security but what their own Compradores can give.

I think such a plan as the above might again be agreed upon by all merchants connected with the Hankow trade, and that every one should bind themselves to follow it out for six months; if such an arrangement cannot be brought about, the only other remedy, and probably the last one would be to give inducement to some half dozen Ningpo brokers to come up here, they would, soon get the Import business in their hands and by degrees the export also (tea excepted) we should thus soon take an immense power away from the compradores and reduce them to what they should be, simply shroffs. There would be no fear of Ningpo men colescing with them, and as no one could deliver goods to a broker without payment, we should in a very little time get a system of cash sales.

If something is not done soon to put a stop to the present system of credit and payment in bankers orders there will be a severe loss, for although it is generally understood between people and their compradore that the latter is responsible for all banker's orders taken by him, it is probable that when a breach does come, some of them may hold a considerable amount more of had paper than they are able to make good.

I remain, Sir,
Your obedient servant,
A HANKOW RESIDENT.

Hankow, 28th December, 1863.

GOVERNMENT NOTIFICATION.

THE following extract from the *Hongkong Government Gazette* of the 19th instant will be read with interest. By the act of parliament quoted, the Governor of Hongkong is invested with power to extend a free pardon to any British subject undergoing imprisonment in the Hongkong gaol for any offence Committed in hina, or within one hundred miles of its coast. His Excellency's offices are not likely to be often called into requisition; but in any case where they may be required, the Act will work well, as the delay and loss of time entailed by an appeal to England will be avoided. The time which would be required for this step might frequently be equal to the duration of the entire *sentence*; so the onsular *courts* were practically supreme. As Hongkong is a British possession, we presume it cannot be understood to be comprised in "hina," as understood by the Act in question; so the power of pardoning criminals does not seem to extend to those *imprisoned* by the upreme Court of Hongkong. This is evidently the me ning attached to the Act by the Hongkong Government, as the Colonial necretary speaks of "criminals inprisoned in the Colonial gaols under sentence of Her Majesty's Consular Courts in China."

The following Commission empowering His Excellency the Governor of Hongkong to pardon Criminals imprisoned in the Colonial Gaols under sentence of Her Majesty's Consular Courts in China, is published for general information.

By Order,
W. H. ALEXANDER,
Acting Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 15th December, 1863.

(L.S.)

VICTORIA, by the Grace of God of the United Kingdom of Great Britain and Ireland Queen, Defender of the Faith, TO Our trusty and well beloved Governor and Commander-in-Chief in and over the Colony of Hongkong and its Dependencies, or in his absence to Our Lieutenant Governor or the Officer administering the Government of the Colony and Dependencies aforesaid. WHEREAS by an Order in Council bearing date at Buckingham Palace, the thirteenth day of June, One thousand eight hundred and fifty-three, in the sixteenth Year of Our Reign, it is provided that British subjects lawfully sentenced to be imprisoned in respect of Offences committed in China, or within one hundred miles of the coasts thereof, may in certain cases be sent to Our Colony of Hongkong, and undergo their respective terms of imprisonment in the common Gaol of the said Colony. NOW KNOW YOU, that we, reposing especial trust and confidence in the prudence, courage and loyalty of you Our Governor, Lieutenant Governor or Officer administering the Government of Our Colony of Hongkong, of our especial grace, certain knowledge and mere motion, do hereby give and grant unto you during our pleasure full power and authority as you shall see occasion in Our name and on Our behalf to grant to any British subject undergoing imprisonment in the said Gaol, in respect of any Offence committed in China, or within one hundred miles of the Coast thereof, a free and unconditional pardon or a pardon subject to such conditions as by any Law or Ordinance in force at the time of the granting of any such pardon may be thereunto annexed, subject nevertheless to such instructions as shall be given to you in that behalf under Our Sign Manual and Signet, or by Our Order in Our Privy Council or by despatch through one of Our Principal Secretaries of state. IN WITNESS whereof, We have caused these our Letters to be made Patent. WITNESS Ourself at Westminister, the thirteenth day of October in the twenty-seventh Year of our Reign.

By Warrant under the QUEEN'S
Sign Manual,
C. ROMILLY

INSURANCES.

NORTHERN ASSURANCE COMPANY.

THE Undersigned have been authorised to GRANT Policies against Fire on buildings owned by Europeans and in the occupation of Chinese, provided such buildings are of first class construction and situate in the Foreign settlement.

TURNER & Co.
tf Shanghai, 9th April, 1862.

IMPERIAL FIRE INSURANCE COMPANY.

THE undersigned having been appointed Agents for the above named Company, at this Ports are prepared to grant Policies against Fire to the extent of £10,000 on Buildings or on Good stored therein.

GIBB, LIVINGSTON & Co.
tf Shanghai, 15th September, 1858.

"HAMBURG—BREMEN FIRE INSURANCE COMPANY."

THE undersigned having been appointed Agents in China for the above named Company are prepared to grant policies against fire at Shanghai to the extent of £10,000, — on one risk, as under:

1, On Buildings or on their contents.
2, On Ships, lying in port, or on their contents.

For further particulars apply to
WM. POSTAU & Co.,
Agents in Shanghai.
tf Shanghai, 1st December, 1858.

NETHERLANDS INDIAN MARINE AND FIRE INSURANCE COMPANY OF BATAVIA.

THE undersigned having been appointed Agents for the Company in China, are prepared to grant Insurance on ORDINARY MARINE RISKS to Europe, United States, India the Straits, Java, or the Colonies, at the Rates of Premium current with the Local Offices. *Policies payable in* LONDON, HONGKONG, SINGAPORE, PENANG, and BATAVIA.

TURNER & Co.
tf Shanghai, 13th February, 1857

FOR SALE.

FOR SALE
GIESLER'S Creaming Champagne.
Port, Sherry, &c., &c.
SMITH, KENNEDY & Co.
tf Shanghai, 16th September, 1859.

FOR SALE.

BENSON'S WATCHES AND CLOCKS.

WATCH AND CLOCK MAKER,
BY SPECIAL APPOINTMENT, TO HIS ROYAL HIGHNESS THE PRINCE OF WALES.

Opinions of the London Press upon Benson's Great Clock and Watches in the Exhibition, 1862.

"As a sample of English clock-work on a large scale, *the works of this are* probably the finest finished that have ever been seen in this country. No Chronometer could be fitted with more perfect or carefully-adjusted mechanism."—*Times*, June 11, 1862.

"A triumph of ingenuity."—*Telegraph*, March 31, 1862.

"A more splendid and exquisitely-finished piece of mechanism we have never seen"—*Standard*, June 17, 1862

"Some of them are of great beauty; and if the English watch-trade only follow up with the same spirit and success this first attempt to compete with foreigners in decorative watches, there seems to be no reason why we should not get the trade entirely into our own hands."—*Times*, June 23, 1862.

"Ranged around the base of the clock were the Watches which Mr. Benson exhibited, and which have been universally admired for the beauty and elegance of the designs engraved upon them. The movements are of the finest quality which the art of horology is at present capable of producing. The clock and watches were objects of great attraction, and well repaid the trouble of an inspection."—*Illustrated London News*, November 8, 1862.

WATCHES, adapted for every class, climate, and country, whole-sale and retail. Chronometer. Duplex. Lever, Horizontal, Vertical, Repeating, Centre Seconds, Keyless, Astronomical, Reversible, and Chronograph, from 200 guineas to 3 guineas each.

CLOCKS.—Drawing Room, Dining Room, Bed Room, Library, Hall, Staircase, Bracket, Carriage, Chime, Musical, Astronomical, Church, Turret, Stable, Railway, Post-office, Shop, Warehouse, Office, or Counting-house, from 1,000 guineas to £1. is each

Benson's London Made Watches.	Gold Cases. Open Face.	Gold Cases. Hunters.	Silver Cases. Open Face.	Silver Cases. Hunters.
	£ s.	£ s.	£ s.	£ s.
Patent Lever, Jewelled..	12 12	15 15	5 5	6 6
Do. do. 4 Jewels.....	16 16	19 19	7 10	8 10
Do. do. finely finished, (6 Jewels...	19 19	23 0	8 10	9 10
Do. do. extra, 8 Jewels	24 0	27 0	9 10	10 10
Plate Lever Jewelled	15 15	18 18	9 9	10 10
Do. do. 6 Jewels.....	19 19	23 0	10 10	11 11
Do. do. 8 Jewels.....	24 0	27 0	12 12	13 13
Do do extra, 10 Jewels.	28 0	32 0	17 17	18 11
Do. do. do.	32 0	36 0	21 0	23 0

BENSON'S INDIAN WATCH.—A first-class London made Lever, Compensation-balance, adjusted for hot climates:—

Silver Cases, Open Face.....£11 11 0
" " Hunters... £12 12 0
Gold Cases, Open Face.. .....£25 0 0
" " " Hunters...£30 0 0

FOREIGN WATCHES WARRANTED.—Silver Cases, at £3 3s., £4 4s., £5. 5s., £6 6s. each.

Ditto—Gold Cases, £5. 5s., £7. 7s., £9. 9s., £12. 12s. each.

BENSON'S ILLUSTRATED WATCH PAMPHLET,

Which can be obtained at the office of this paper, or will be sent Post free for Six Stamps, contains a short History of Watchmaking, with description and prices of every kind of Watch now made, and from which merchants and others can select and have their orders sent safe by post to India, the Colonies, or any part of the world.

Post-office Orders; Bankers' Drafts, or Bills upon London Houses must be made payable and addressed to

JAMES W. BENSON,
WATCH & CLOCK MANUFACTORY,
33 & 34, *LUDGATE HILL, LONDON.*
ESTABLISHED 1749.
24ja 317 Dec. 24, 1863.

FOR SALE.

SHERRY Ynsi's in 2 & 3 doz. cases, Tls. 8 p. doz
Port, " " " " " 8 "
Champagne, in 1 " " " " 12 "
Claret, (Barton & Guestier's)
St Julien, in 1-doz. cases, " 8 "
Medoc, 1 " " " 5 "
Cognac Brandy, 1 " " " 10 "
do. do. 1 " " " 6 "
India Pale Ale, 4 " casks " 2 "
CHAPMAN, KING & Co.
tf 223 Shanghai, 12th September, 1863.

FOR SALE.

NEW Books of the season Exported, after circulation in London, from the United Libraries, 307, Regent Street, on the following Terms:—

100 Volumes of Popular WORKS of FICTION.....£5 5 0
100 Volumes, consisting of the best order of FICTION, VOYAGES, and TRAVELS 10 10 0
100 Volumes, selected from the best WORKS in HISTORY, BIOGRAPHY, and FICTION.....21 0 0

Lists prepared, or selections carefully made if entrusted to the Firm.

Agency for Newspapers, Periodicals, and all objects connected with Science, Literature, or Art. Periodical Supplies to Regimental Libraries. Clubs, &c., on advantageous terms, for cash, or bills payable in London.

BOOTH'S CHURTON'S, HODGSON'S, and SAUNDERS, & OTLEY'S, UNITED LIBRARIES, and General Agents, 307, Regent Street, London, W., next the Royal Polytechnic Institution. Established 1786.
19fe 335 2nd January, 1864.

HOUSES & LAND.

TO LET.

THE Godown in Forchow Road, at present occupied by Messrs. John Forster & Co. For particulars apply to,
WATSON & Co.
tf 243 Shanghai, 3rd October 1863.

MISCELLANEOUS.

PROTECTION FROM FIRE!

PRIZE MEDAL, 1863. TRADE MARK PRIZE MEDAL, 1863.

BRYANT & MAY'S
PATENT SPECIAL SAFETY MATCHES,
Wax Vestas and Cigar Lights.

LIGHT ONLY ON THE BOX.

The Patent Safety Match affords an instantaneous light as readily as common matches, whilst it is ENTIRELY FREE FROM ALL THAT DANGEROUS PROPERTIES.

Patent Safety Matches in neat slide boxes

Patent Safety Vestas in paper slide boxes, and in japanned tin boxes of 100, 250, and 500.

BRYANT and MAY, Manufacturers of Wax Vestas in round plaid boxes, and in japanned tin boxes of 50, 100, 150, 250, 500, and 1,000

Sole Importers of Jonkopings Tandstickor (slide boxes).

All orders made payable in London will receive immediate attention.

WHITECHAPEL ROAD, LONDON, E.
2-w-6 259 Shanghai, October 2nd, 1863.
1 year

PRIZE MEDAL, 1862.
To Her Majesty's Government.
MADRAS BOMBAY.
Mr. J. Higginbottom. Messrs. Smith, Taylor & Co.

TOULMIN & GALE,
Established One Hundred and Twenty-three Years.
MANUFACTURERS & EXPORTERS,
PATENT INDIAN DESPATCH BOXES
DRESSING CASES, TRAVELLING BAGS, &c.,
7 New Bond Street, W.

Manufactory—Site Lane and Buckinsbury, City, E.C.
15ap o-s-f 257 London, Aug 15th, 1863.

To prevent spurious imitations, please to observe that the words
"KEATING'S COUGH LOZENGES"
are engraven on the Government Stamp of each Box, without which none are genuine.

KEATING'S COUGH LOZENGES,

FOR HALF A CENTURY this well known remedy for Pulmonary Disorders has successfully stood the test of public approval, and their usefulness has been extended to every clime and country of the civilized world. They may be found alike on the gold-fields of Australia, the back-woods of America, in every important place in the East or West Indies, and the pines of Pekin. During this long period they have withstood the pretensions of numerous inferior rivals, and are now the acknowledged antidote for Coughs, Colds, Asthma, &c.

Prepared and sold in Boxes, Tins, and Bottles of various sizes, by THOMAS KEATING, Chemist, &c., 79, St Paul's Churchyard, London
Sold Retail by all Druggists and Patent Medicine Vendors in the World.
Sold in Shanghai by
J. LIEWELLYN & Co.
"Medical Hall."
27fe 256 Shanghai, Oct. 17th, 1863.

TO PURCHASERS AND CONSUMERS OF COAL IN SHANGHAI.

HAVING been informed that Cargoes of Coal have been Shipped at Birkenhead and certified as

"WELSH HARTLEY COAL,"

we hereby give notice that the parties giving such certificates have no authority from us to do so, and that all Coal shipped by us is certified on the back of the Bills of Lading, as

"LAIRD'S WELSH HARTLEY STEAM COAL,"

and we further state that this is the only Coal of that name on the lists of the Honourable East India Company, and the Peninsular and Oriental Steam Navigation Company, and no certificate is genuine unless signed as under.

W. & H. LAIRD.
Birkenhead and Liverpool.
7ma-64 63 7th March, 1863.

NOTICE.

THE Chairman of the Shanghai Dock Company has directed the Undersigned to give Notice that any vessel or hulk lying within sixty fathoms of the entrance to either Dock, on a line drawn straight outwards into the river, and fifty fathoms on each side of such line, up and down the River, will be liable to be made fast to by vessels entering the Docks, and will be responsible for any damage, or collision caused by her position.

HAWKINS & Co.
tf 186 Shanghai, 21st July, 1863.

SAUCE.—LEA AND PERRINS'
WORCESTERSHIRE SAUCE.
PRONOUNCED
BY
CONNOISSEURS
TO BE THE
ONLY GOOD SAUCE AND APPLICABLE
TO
Every Variety of
DISH.

Extract of a Letter from a medical gentleman at Madras to his brother at Worcester, May, 1851.

"Tell Lea and Perrins that their Sauce is highly esteemed in India, and is, in my opinion, the most palatable as well as the most wholesome sauce that is made"

CAUTION.

LEA AND PERRINS'

Beg to caution the public against spurious imitations of their celebrated

WORCESTERSHIRE SAUCE.

L. & P. have discovered that several of the Foreign Markets have been supplied with SPURIOUS IMITATIONS, the labels closely resembling those of the genuine Sauce, and in one or more instances the name of L. and P. *forged*.

L. and P. will proceed against any one who may manufacture or vend such imitations, and have instructed their correspondents in the various parts of the world, to advise them of any infringement of their rights.

ASK FOR LEA AND PERRINS' SAUCE.

*** Sold Wholesale and for Export, by the Proprietors, Worcester; Messrs. CROSSE & BLACKWELL; Messrs. Barclay and Sons, London; &c., &c.; and by Grocers and Oilmen universally.
31de 318 Dec. 24, 1863.

MISCELLANEOUS.

NOTICE.

THE Undersigned, having been assured of the support of the Imperial and Consular Authorities, give notice that they do not hold the interests they represent responsible for any damage done by their steamers to vessels lying in the fair way, as defined by the Harbour Master, or within the berth at their buoys

RUSSELL & Co.
tf 209 Shanghai, August 28th, 1863.

NOTICE.
SHANGHAI GENERAL CHAMBER OF COMMERCE.

AT a Committee Meeting of the Shanghai General Chamber of Commerce the following resolution was put and carried unanimously.

RESOLUTION.

That in consequence of the numerous disputes arising from the arbitrary valuations placed upon different dollars of the Mexican currency by the Native Shroffs, the Committee of the Chamber is of opinion that after adequate Notice all under-cost Mexican Dollars of standard purity and weight should be accepted by foreign Firms in discharge of engagements to pay in that Currency, unless a specific agreement to the contrary should be stated in the Contract.

The Committee therefore give notice that in about a month from this date a general meeting of the Members of the Chamber will be held to take into consideration whether, and at what time, to give effect to the above Resolution.

WALTER PEARSON,
Secretary.
tf (311) *Shanghai, 11th Dec., 1863.*

SCREW AND PADDLE STEAMERS, &c.
G. H. HARRINGTON & Co,
Architects, Engineers and Surveyors,
27, *Leadenhall-Street, London, E. C.*

CONTRACTS entered into for Building Wood or Iron Screw and Paddle Steamers, Sailing Ships, Tugs or Barges suited to Sea or River Navigation.

Patent Combination Vessels with Teak Planking and Iron Frames.

Estimates and particulars forwarded on application, and contracts made for delivery of all kinds of Vessels in India.
6fy 196 30, Cornhill, London, June 1st, 1863.

NOTICE.

MESSRS. JOHN PENN & SON of Greenwich the principal manufacturers of Marine Engines to the British & Foreign Governments, having appointed me their Agent in Shanghai, I am prepared to receive orders for the supply of Engines from that eminent firm delivered in the docks ready for shipment. Messrs. PENN & SON will also undertake to supply ships and Engines complete, the former to be constructed at one of the first ship building yards on the Thames.

GEORGE WHITFIELD.

Full particulars can be obtained at the office of Messrs. WHITFIELD & KINGSMILL, *Yew-hun.*
tf 33 Shanghai, 23rd January, 1863.

GEO E. SOMMARIPA,
COMMISSION AGENT.
NINGPO.
13fe (291) 10th Nov, 1863.

A. MARKS & Co.,
Auctioneers and Commission Agents.
YOKOHAMA,
JAPAN.
tf 214 Yokohama, 5th October, 1863.

JOSHUA JOSEPH AND SONS,
MANUFACTURERS OF ALL DESCRIPTIONS OF
BOOTS AND SHOES
SUITABLE FOR THE HOME & FOREIGN MARKETS
13, SKINNER STREET, SNOW HILL,
LONDON.
20w 255 Oct. 17th, 1863.

J. KEARNY RODGERS,
GENERAL BROKER,
(In Ships, Land, Merchandize, &c.)
Office (公和) "*Kong Ho*" in Foochow Road, Next door to Messrs. HALL & HOLTZ'S premises.
tf 119 Shanghai, 9th May, 1863.

McKENZIE & CO.,
Ship Chandlers, Store-keepers, and Provisioners,—Soda Water, and Lemonade Manufacturers.
YANG-KING PANG,
SHANGHAI.

WHITFIELD & KINGSMILL,
CIVIL ENGINEERS AND ARCHITECTS.
Yew-hun
Orders received for Machinery and Iron work of all descriptions to be executed in England under the superintendence of an Experienced Civil Engineer and Machinist.
tf 34 Shanghai, 23rd January, 1863.

S. C. WOODRUFF,
Shipchandler, storekeeper, and General Agent.
THE BUND, HONG-QUE,
SHANGHAI.
my-64 May 10th, 1862.

HALL & HOLTZ,
SHIP CHANDLERS, STOREKEEPERS AND BAKERS,
BREAD AND BISCUITS.
SHANGHAE.

W. M. MORGAN & Co.,
Brokers, Commission Agents, and Auctioneers,
D'AGUILAR STREET,
tf HONGKONG.

Wm. DATO and Co.,
GENERAL STORE-KEEPERS, WINE AND SPIRIT MERCHANTS,
SHANGHAI.
Yang-king-pang, Corner of Rue Montauban.
tf Shanghai, 4th April, 1863.

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ADVERTISEMENTS.

AMMUNITION.

Eley's Ammunition

OF EVERY DESCRIPTION

FOR SPORTING OR MILITARY PURPOSES:

Double Waterproof Central Fire caps, Felt Waddings to prevent the leading of Guns, Wire Cartridges for Killin Game, &c., at long distances, Breech Loading Cartridge Cases of superior quality for Shot Guns and Rifles.

Contractors to the War Department for Small Arms Ammunition.

Jacob's Rifle Shell Tubes, Cartriges and Caps for Colt's, Adams', and other Revolvers.

Enfield Rifle Ammunition, and Ball Cartridges,

for Whitworth and Henry's Rifles, also for Westly Richard's, Terry's, Wilson's, Prince's Deare's and other Breech Loaders.

Bullets of uniform weight made by compression from soft Refined Lead.

Eley Bros., Gray's-Inn, London, W.C.
25ju 162 Shanghai, 27th June, 1863.

E. C. KIRBY & CO.,
Ship Chandlers, Store Keepers, and Bakers, &c.
NINGPO.

E. C. KIRBY & Co., having been established at this Port two years, and now receiving their Consignments of Goods direct, are enabled to supply the community and the Shipping visiting Ningpo on such terms as will bear a favorable comparison with Shanghai and Hongkong, and trust to merit that share of patronage, so liberally bestowed on them hitherto.

They have on hand a good assortment of Ship Chandlery and Oilman's Stores, also Fancy goods of every description.

There is attached to the Store a Dispensary where prescriptions are carefully prepared and a large quantity of drugs always in stock.

tf 63 Ningpo, 12th March, 1863.

UNION DISPENSARY.

THE Undersigned begs to inform the community of Shanghai and Captains of Ships visiting this Port, that he has established himself as *Apothecary* in the above DISPENSARY.

G. MARTIN,
Apothecary.
Rue du Consulate,
tf 116 Shanghai, 1st May, 1863.

ADVERTISEMENTS.

NOTICE.

THE Undersigned having a supply of PILES, TIMBER and other material suitable for Wharf-building, a Steam-pile-driving apparatus and an experienced Wharf-builder to superintend the same is prepared to furnish plans and estimates of cost, also to enter into contracts for the erection of Wharves.

ALBERT L. FREEMAN.
Hong-que, house adjoining HEARD & Co.'s Wharf.
tf Shanghai, 30th October, 1862.

NOTICE.

THE ACCLIMATISATION SOCIETY OF VICTORIA, AUSTRALIA, are willing to make PURCHASES of such useful or ornamental BIRDS, ANIMALS, and FISH, landed in Melbourne, as may meet the requirements of the Society.

W. H. ARCHER, *Hon. Sec.*

THE ARGUS GOLD PRIZE CUP.

THE ARGUS GOLD PRIZE CUP, of the value of One Hundred Pounds, for the year 1861, will be given to any one (unconnected with *The Argus or Temas* newspaper) who, within the year ending 31st October, 1862, shall INTRODUCE into the colony the most valuable or interesting ANIMAL, BIRD, or FISH, in sufficient numbers to establish the breed.

The decision to rest with the Council of the Acclimatisation Society, subject to the ratification of the Editor of *The Argus*.

Applications to be lodged with the Council of the Acclimatisation Society, before the 1st of December, 1862. 229e

NOTICE.

SHANGHAI DOCK COMPANY

E. HAWKINS, *Superintendent.*

THIS Company being now Proprietors of both Docks known as the OLD and NEW DOCKS give notice—

That the OLD or POINT DOCK is closed for enlargement, and cannot receive Vessels, until further notice.

The NEW or LOWER DOCK receives Ships of 14 feet draft and 280 feet length.

The Dock charge is TI. 1.5. (one tael five mace) per Ton for one course of tide, and TI. 1 (one tael) per Ton for an additional course.

The Shipwright Work on any vessel entering the Docks is open to general competition.

The Dock Company is not responsible for any debt incurred in the name of the Docks, unless the contract is signed by both the Superintendent and the Chairman of the Company.

All bills for Dockage must be receipted by Messrs. Russell & Co., Treasurers of the Company.

P. LOUREIRO,
Chairman.
tf Shanghai, 10th February, 1862.

SHIPPING INTELLIGENCE.

ARRIVALS.

DATE.	VESSELS.	FLAG & RIG.	TONS.	CAPTAIN.	FROM	SAILED.	CARGO.	CONSIGNEES.
Dec 31	Stornaway	B. ship	539	Yammins	Liverpool	July 19	Coals	Order
Jan 1	Express	B. str	290	Castilla	Hankow			Jardine, Matheson & Co
.. 1	Governor General	B. str	324	Bell	Ningpo			Dent and Co
.. 1	Seikiang	A. str		Armstrong	Hankow			Russell and Co
.. 1	Mandarin	B. str	90	Bissen	Ningpo	Dec 31	General	J. H. Wignall
.. 1	Fire Cracker	A. str	361	Pendleton	Hankow	.. 27	Cotton	Lindsay and Co
.. 1	Island Queen	B. str.	120	Sutherland	Chefoo	.. 27	General	F. R. Gamwell
.. 1	Argus	B. str	161	Ashton	do	.. 27	do	Shaw, Brothers and Co
.. 1	Fei-loong	B. str	268	Sargent	H'kong & Ports		do	Turner and Co
.. 1	Fei-ma	B. str	129	Burkland	Ningpo			Moses and Co
.. 1	Nora Criena	B. str.	98	Wilson	Chefoo	.. 27	do	S. Primrose and Co
.. 1	Star of Peace	B bark	200	Eames	do	.. 28	do	Chapman, King and Co
.. 2	Harmonie	Da. sch	150	Jürgensen	Amoy	.. 27	do	Kunst, Röhl and Co
.. 2	Argus	Ha. bq	168	Schmidt	Chefoo	.. 25	do	Wm. Pustau and Co
.. 2	Condor	Ha. bk	373	Hansen	Swatow	.. 11	do	Siemssen and Co
.. 2	Sophie Amalia	Du. bk	296	Lorenz	Hongkong	Nov 24	do	Wm. Pustau and Co
.. 4	Nepaul	B. str.		Wilkinson	Put back			E. Warden, Agt. P. & O. Co
.. 4	Shandon	B. str	114	Lawrence	Ningpo			Moses and Co
.. 4	Whampoa	B. str.	115	Buncombe	do	Jan 3		David Sassoon Sons & Co
.. 5	Comedia	Prus. bg	280	Heitze	Swatow	Dec 3	Sugar	Chinese
.. 5	Madge	A. schr	157	Adams	Boston	June29	General	Russell and Co
.. 6	Mandarin	B str	90	Bissen	Ningpo			J. H. Wignall
.. 6	Osborne	B schr	327	Slamper	Hakodadi	Dec 18	do	Dent and Co
.. 6	Athlet	Han. sc		Helmich	Hongkong	Nov 29	do	Kunst, Röhl and Co
.. 6	Star King	A. ship		Smith		Dec 18	do	Gyphant and Co
.. 6	Nestor							
.. 7	Fa Kee	A. brig		Gee	New York	Aug 7	do	Russell and Co
.. 7	Star	B. bark		Spurrow	Nagasaki	Dec 29		Angel and Co
.. 7	Peyang	A. str	837	Bryant	Hankow			Olyphant and Co
.. 7	Fire Dart	A. str	420	Armstrong	do			Augustine Heard and Co
.. 7	Kiangse	A. str	574	Simmons	Honukong			Russell and Co
.. 7	Shandon	B. str	114	Lawrence	Ningpo			Moses & Co
.. 7	William the IV.	B. str.	77	Canty	do			David Reid

DEPARTURES.

From the anchorage.

DATE.	VESSELS.	FLAG & RIG.	TONS.	CAPTAIN.	DESTINATION.	CARGO.	DESPATCHED BY
Jan 2	Edouard	Bre. sch	200	Koster	Chefoo	Sun., &c.	Gilman and Co
.. 2	Montmorency	B. ship	646	Caxwell	Liverpool	do	Turner and Co
.. 2	Whampoa	B str	115	Buncombe	Ningpo	Ballast	David Sassoon, Sons and Co
.. 2	Island Queen	B. Carr	120	Dickson	London	Tea, &c.	Dow and Co
.. 2	Riel	Pr. bk	300	Pinhal	Nagasaki	Re-expts.	Vaudard, Frères
.. 2	Swatow	B. str	143	Hoole	Chefoo & T'tsin		E. A. Reynolds
.. 2	Fei-ma	B. str.	121	Burkland	Ningpo		Moses and Co
.. 2	Nepaul	B. str.		Wilkinson	Yokohama		E. Warden, Agent P. and O. Co
.. 2	Mandarin	B. str	90	Bissen	Ningpo		J. H. Wignall
.. 3	Shan-se	A. str.	1066	Perkins	H'kow & Ports		Russell and Co
.. 3	Louis	B. str.	101	Hutchison	Hongkong	Tea, &c.	Hogg Brothers
.. 4	Kiangan	A. ship	450	Wills	Fuchau	Ballast	Frazar and Co
.. 4	Shetland	Swe. bq	144	Wester			Clausen Breegee and Co
.. 4	Sir Isaac Newton	B bark	403	DePaye			Gibb, Livingston and Co
.. 4	Magnet	A. ship	504	King	Fuchau		Angel and Co
.. 4	Duck	B. schr	142	Aubin	Hongkong	Tea, &c.	Engwat and Co
.. 4	Shanton	B. str	114	Lawrence	Ningpo	Ballast	M-ses and Co
.. 5	Pak Wan	B. ship	750	Wawn	Fuchau	do	A. Ellssen and Co
.. 5	Aseff	B. str	700	Pinney	Yokohama	Sun., &c.	E. Warden, Agent P. and O. Co
.. 4	Whampoa	B. str	115	Buncombe	Ningpo	Ballast	David Sassoon, Sons and Co
.. 6	Strathalian	B. ship	552	Peddie	London	Cotton	Jardine, Matheson and Co
.. 6	Henry Brigham	A. ship	1466	Potter	Yokohama	Tea, &c.	Olyphant and Co
.. 6	Chin Chin	Da. sch	150	Schmidt	Chefoo	Re-expts	Siemssen and Co
.. 6	Cadorina	Da. sch	230	Paulsen	Hongkong	C'ton, &c	Boutjau, Hubener and Co
.. 6	John T. Wright	A. str.	369	Nell			Allen and Co
.. 6	Pleasland	A. str.		Armstrong	H'kow & Ports		Russell and Co
.. 6	Governor General	B. str.	324	Bell	Ningpo	Rice, &c	Dent and Co
.. 6	Mandarin	B. str.	90	Bissen	do	Ballast	J. H. Wig all
.. 7	Rona	B. str	785	Hutchinson	Hongkong	Cotton	Jardine, Matheson and Co
.. 7	Fenella	B. str.	170	Hawes	Chinkiang	Ballast	Dallas, Pearson and Co
.. 7	Nora Criena	B. str	93	Wilson	Ningpo	do	S. Primrose and Co
.. 7	Fei-loong	B. str.	268	Sargent	Hongkong	Tea, &c.	Turner and Co
.. 7	Marquis of Argyle	B. ship	515	Bellwood	London	do	Smith, Kennedy and Co
.. 7	Sterling						
.. 7	Hen. Nevis	B. brl	300	Kinmond	Honckong	C'ton, &c	Newbery, Elliot and Co
.. 7	British Banner	B. bark	387	Grigs	do	Cotton	Bower, Hanbury and Co

SHIPPING IN HARBOUR AND AT WOOSUNG, JANUARY 8, 1864.

MERCHANT STEAMERS.

Vessels.	Date of Arrival	Flag & Rig.	Tons	Captains.	Consignees.	Destination.	Intended de-patch
Anna	Aug 26	A. str	63	Blanchard	H. Fogg and Co		
Argus	Jan 1	B. str	161	Ashton	Shaw, Brothers and Co		
Bahama	Dec 26	B. str	715	Howe	Chapman, King and Co	Hongkong	Early
Re-Peep	June14	A. str.	73	Cochran			
Bunker Hill	June14	A. str.	83	Dunbyn	Augustine Heard and Co		
Cosmopolite	Dec 31	B. str.	359	Lowes	Dent and Co		

MERCHANT STEAMERS.—*Continued.*

VESSELS.	Date of Arrival	Flag & Rig.	Tons	CAPTAIN.	CONSIGNEES.	DESTINATION.	Intended despatch
Cricket	June 1	A. str.	81	McDonald			
Defiance	Aug 28	B. str.	114	Maddison	A. R. Tilby and Co	*Tug*	
Elfin	Dec 21	B str	774	Thomas	Smith, Kennedy and Co		
Enterprise		A. str	107	Draper	H. Fogg and Co		
Express	Jan 1	B. str	290	Castilla	Jardine, Matheson and Co	H'kow & Ports	To-day
Fire Cracker	Jan 3	A. str.	361	Pendleton	*Lindsay* and Co	Hankow	*To-day*
Fire Dart	Jan 7	A. str.	420	Armstrong	Augustine Heard and Co	Ha-kow	12th inst
Ganges	Dec 31	B. str.	742	Bernard	E. Warden, Agent P. and O. Co	Hongkong *	old 8 inst
Gerard	Dec 29	B str.	416	Quirk	Smith, Kennedy and Co		
Gorilla		B. str.	83	McColl	E. A. Reynolds		
Hydaspe	Dec 21	Pr str	680	Armstrong	Messageries Imperiales		
Island Queen	Jan 1	B. str.	120	Sutherland	F. R. Gamwell		
Kiangse	Jan 7	A. str	574	Simmons	Russell and Co	Honkow	To-day
Little Orphan	June 3	A. str.	160	Benning	Augustine Heard and Co		
London	June 5	B. str.	700		Byrne and Co	Hongkong	Early
Loulan	Dec 19	A. str.	80	Pearson			
Martin White				Parker	*A. L. Freeman*	*Tug*	
Meteor	June27	B. str		McCallin	F. Conklin		
Mona	Dec 26	B. str.			W. R. Adamson and Co	Hongkong	Early
Nepaul	Jan 4	B. str.		Wilkinson	E. Warden, Agent P. and O. Co		
Pootung	Dec 26	B. str.	312	Forrester	Byrne and Co	Nagasaki	Early
Powerful	Dec 19	Ha. str	50	Cook	Wm. Pustau and Co		
Peyang	Jan 7	A. str.	837	Bryant	Olyphant and Co		
Rose	June20	A. str.					
St. Theodosius	Sept 21	Mus. str	312	Stenross	Augustine Heard and Co		
Shandon	Jan 7	B. str.	114	Lawrence	Moses and Co	Ningpo	old 8 inst
Shen-yi-len	Dec 31	B. str.	492	Mann	Dow and Co	H'kaki, T'hams	old 8 inst
Stork	Sept 29	B str					
Syren	May 20	— str					
Tah-wah	Feb 19	A. str.	145	Lovett			
Te-Yung	Jan 1	B. str.	131	Lawrence	Shaw, Brothers and Co	*Tug*	
Titan		B. str		Cockeram	W. R. Adamson and Co	*Tug*	
Tentlee	Feb 19	A. str.	60	Stoffels	Russell and Co		
William the IV.	Jan 7	B. str	72	Canty	David Reid		

40 *Merchant Steamers.*] * With the Mails for Europe

MERCHANT VESSELS.

VESSELS.	Date of Arrival	Flag & Rig.	Tons	CAPTAIN.	CONSIGNEES.	DESTINATION.	Intended despatch
Algonquin	Dec 16	A. bark	649	Emery	Frazar and Co		
Alice Talnter	Dec 8	B. bark	576	Hornaby	Bower, Hanbury and Co		
Alt Mecklinberg	Dec 12	Du. sh	498		Russell and Co		
Amelia	Dec 26	B schr	136		Dow and Co	Hongkong	Early
Anglo India	Dec 27	B. bark	450	Bird	Johnson and Co		
Anne Archbell	Nov 22	B. ship		Morrice	Jardine, Matheson and Co		
Antoni Australis	Dec 22	B. ship	508	Davidson	shaw, Brothers and Co		
Antelope	Nov 18	B. ship	1186	Smith	Frazar and Co	Liverpool	Early
Argus	Jan 2	Ha. bq	168	Schmidt	Wm. Pustau and Co		
Asia	Nov 17	B. bark	303				
Athlet	Jan 6	Han. sc		Heinrich	Kunst, Röhl and Co		
Attala	Dec 12	Aus. sh		Dunstevien	Fraser and Co		
Benjamin Bangs	Dec 10	A. ship	885	Narcross	Frazar and Co		
Brandenburg	Nov 2	Prus. sh	1111				
Catalpa	Nov 22	A. barq	269	Leary	Allen and Co		
Catherina	Dec 21	Ha. bk	350	Fokes	T. Kroes and Co		
Concordia	Jan 2	Prus. bq	280	Hartze	Chinese		
Condor	Jan 2	Ha. bk	373	Hansen	Siemssen and Co		
Crest of the Wave	Oct 18	B. ship	737	Eells	Gibb, Livingston and Co	Ningpo	old 8 inst
Delaware	Dec 10	A. bark	266	Gregg	Frazar and Co		
Durante	Dec 4	— bk	315		Russell and Co		
Dorchester	Aug 21	A. bark	422	Fulton	Frazar and Co		
Egmont	Oct 22	B. ship	619	Morgan	Lindsay and Co	London	Early
Elize Mary	Dec 24	Ha. bq	158	Wolff	Oxford and Co		
Emanuel	Oct 20	Pr. bk	320	Candrog	Reid, Schmidt and Co		
Emelie	Dec 26	Da. bk	300				
Emily Banning	Dec 2	A. schr	290	Fettows	Russell and Co	San Francisco	To-day
Emperor	Dec 16	B bark	337				
Endeavor	Oct 23	A. ship	1137	Deane	Bull, Purdow and Co		
Fair Leader	Nov 23	B. bark	474	Pearse	Fletcher and Co	London	Early
Fa Kee	Jan 7	A. brig		Lee	Russell and Co		
Fearless	Oct 13	A. ship	1183	Homans	Augustine Heard and Co	Fuchau	old 7 inst
Fort William	Dec 30				Jas e, Thorburn and Co		
Gaston	Dec 17	Pr. bk	240	Le Baile	Oxford and Co	Hongkong	Early
General Morgan	Aug 23	A schr	135	Wheeler	Frazar and Co		
George Buxton	Dec 7	B. bark	352	Beedle	Trautmann and Co		
Georgiana	July 25	Pr ship	166		Trautmann and Co	Coal Hulk	
Gertrude	Nov 28	Ha. bq	263		Augs. and Co		
H. E. Sassaune	Dec 2	Du. bk	276	Mayborne	T. Kroes and Co	Montreal	old 8 inst
Harmonie	Jan 2	Da. sch	150	Jürgensen	Kunst, Röhl and Co		
Henry Harbeck	Dec 10	A. ship	714	True	Olyphant and Co	New York	old 7 inst
Hermine	Nov 15	Prus. bq	295	Berg	H. Fogg and Co		
Hesselsam	Nov 25	B bark	459	Pearse	Augustine Heard and Co		
Hiawatha	Dec 5	A. bark	381	Ryder	Frazar and Co		
Huntress	Dec 29	A bark	383	Wheiden	Augustine Heard and Co	Hongkong	Early
J. W. Seaver	Oct 13	A. bark	230	Snow	Wm. Pustau and Co		
Jas. Lawrence	Dec 17	B. ship	313	Hustford	Gilman and Co	New York	Imdt.
Kate Carnie	Nov 16	B. ship		Breakenridge	H. Fogg and Co		
Keoka	Nov 20	A. schr	247	Gav-nagh	Boutjau, Holsener and Co		
Kite	Dec 21	B. brig	198	Le Blanc	Lindsay and Co	London	Early
Lansdowne	Oct 21	B. ship	713	Dorvey	Frazer and Co		
Lettice Catherine	Dec 27	B. bark	293	Evans	Augustine Heard and Co		
Lillie	Nov 3	A. bark	370	Knowles	Augustine Heard and Co	Hongkong	Early
Loolong	Oct 15	Prus. bk	240	Dunn	Augustine Heard and Co		
Lord Collingwood	Nov 15	B. str			Gibb, Livingston and Co	Ningpo	old 8 inst
Macedon	Dec 16	B. bark	450	Supmerfield	Wherlock and Co	Yokohama	old 8 inst
Madge	Jan 5	A schr	157	Adams	Russell and Co		
Madura	Dec 14	B bark	319	Matsuura	Newbery, Elliot and Co		
Magnolia	Dec 19	B. bark		Schwerdt	Russell and Co		
Magenta	Aug 19	B. ship	820	Janurin	Newbery, Elliot and Co	Hongkong	old 8 inst
Mary	Dec 16	B. brig	211	Parsons	Frazar and Co	Fuchau	Imdt.
Mary Glover	Dec 14	A. ship	503	Hughes	shaw, Brothers and Co	Coal Hulk	
Melbourne	Aug 29	B. bark	384	Smith	Olyphant and Co		
Mercuri	Nov 30				A. R. Tilby and Co	Fuchau	old 23 ult
Monsoon	Dec 6	A. ship	1100	Merrill	Harbor Master	Hulk	
Moomie	Aug 21	B. schr	440	Green	Cowie and Co		
Nestor	Jan 6				Thörle and Co		
Nagumbi	May 9	B. ship	543		Order		
Nimrod	Mar 3	B. bark	262		Dow and Co		
Nixam	Dec 30						
Othone	Nov 27	B. ship	766	Holmes	Dent and Co		
Oliver Cromwell	Nov 28	B. bark	478	Clarke			
Orion	Nov 30						
Osborne	Jan 6	B. schr	327	Slamper	Olyphant and Co		
Philip I	Aug 14	A bark	292	Hakman	Jardine, Matheson and Co		
Polmoise	Dec 3	B. ship	889	Butler	A. R. Tilby and Co	Coal Hulk	
Poss Ælle	Aug 20	B. bark	400	Bradelsole	Johnson and Co		
Queensbury	Nov 30	B. ship	699	Binney	Fletcher and Co		
Ralston	Nov 22	B. ship	576	Davis	H. Fogg and Co		
Romeo	Dec 13	B. bark	400	Fairbairn	Olyphant and Co		
St. Paul	Dec 16	A. ship	1053	Crowell	Olyphant and Co		
samuel Russell	Dec 5	A. ship		Winchell	David Reid	Coal Hulk	
Samuel Stoddart	Aug 22				Jarvie, Thorburn and Co	Kow-on	old 8 inst
Sapphe	Oct 3	B bark	374	Hildreth	Russell and Co		
Sarah Newman	Dec 23	A ship		Cobb	Frazar and Co		
Sea Bird	Nov 30	A. bark	300	Weston	Wherlock and Co		
Sea Serpent	Dec 11	A. ship	1100	Theodike	Smith, Kennedy and Co	New York	Early
Silvercraig	Dec 11	B. bark			Shaw, Brothers and Co	London	Early
Sir Harry Parkes	Oct 13	B. ship	803	Chapman	Wm. Pustau and Co		
Sophie Amalia	Jan 2	Du. bk	296	Lorenz	E. Faton, shr. Co	Liverpool	Early
Spirit of the Times	Nov 2	Ha. sh	1206	Bickert	Augustine Heard and Co		
Star	Jan 7	B. str		Spurrow	Olyphant and Co		
Star King	Jan 6	A. ship		Smith	Chapman, King and Co	Kanagawa	9th inst
Star of Peace	Jan 2	B bark	200	Eames	Order		
Stornaway	Dec 31	B. ship	539	Yammins	Chinese		
Swatow	Dec 19		25e	Smith	Vaucher Frères		
Telegram	Aug 19	Pr bq	148	Grimbertsean	Johnson and Co		
Thetis	Oct 23	Swe. bk	476	Hoholn	A Habibhoy	London	Early
Thos. Dryden	Dec 18	B bark	440	Brown	Augustine Heard and Co		
Thomas Royden	Oct 27	B. ship	891	Smith	Dunker and Co	Ningpo	old 8 inst
Tinghai	Nov 12	A. schr	114	Aussoks	Hogg Brothers	Hongkong	Early
Toy Fat	Dec 23	Prus bq	290	Westcott	Siemssen and Co	Nagasaki	old 18 ult
Trave	Nov 9	B. bark	441	H-ienberg	Gibb, Livingston and Co		
Tyreon	Nov 23	B. bark	350	Mutter	Hein, Lute and Co	Bombay	Early
Vanguard	Nov 23	B. bark	337	Conrad	Order		
Velox	Dec 10	B. ship	887	Howard	Chinese		
Vagonia	Dec 7	B. ship	600	Hay	Jarvie, Thorburn and Co	Hongkong	old 8 inst
Zoëlee	Dec 4	B. bark	400	Hopkins			

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